

POPULAR BOATING

WORLD'S LARGEST SELLING
BOATING MAGAZINE

The New Magazine For Boatmen...Power and Sail

35¢

IN U.S.A. AND CANADA

DECEMBER 1956

**SPECIAL PREVIEW
OF 1957 BOATS**

**WORLD'S MOST
FABULOUS YACHT**

**COULD YOU
PILOT THE SUEZ?**

**HOW TO
LEARN TO SAIL**



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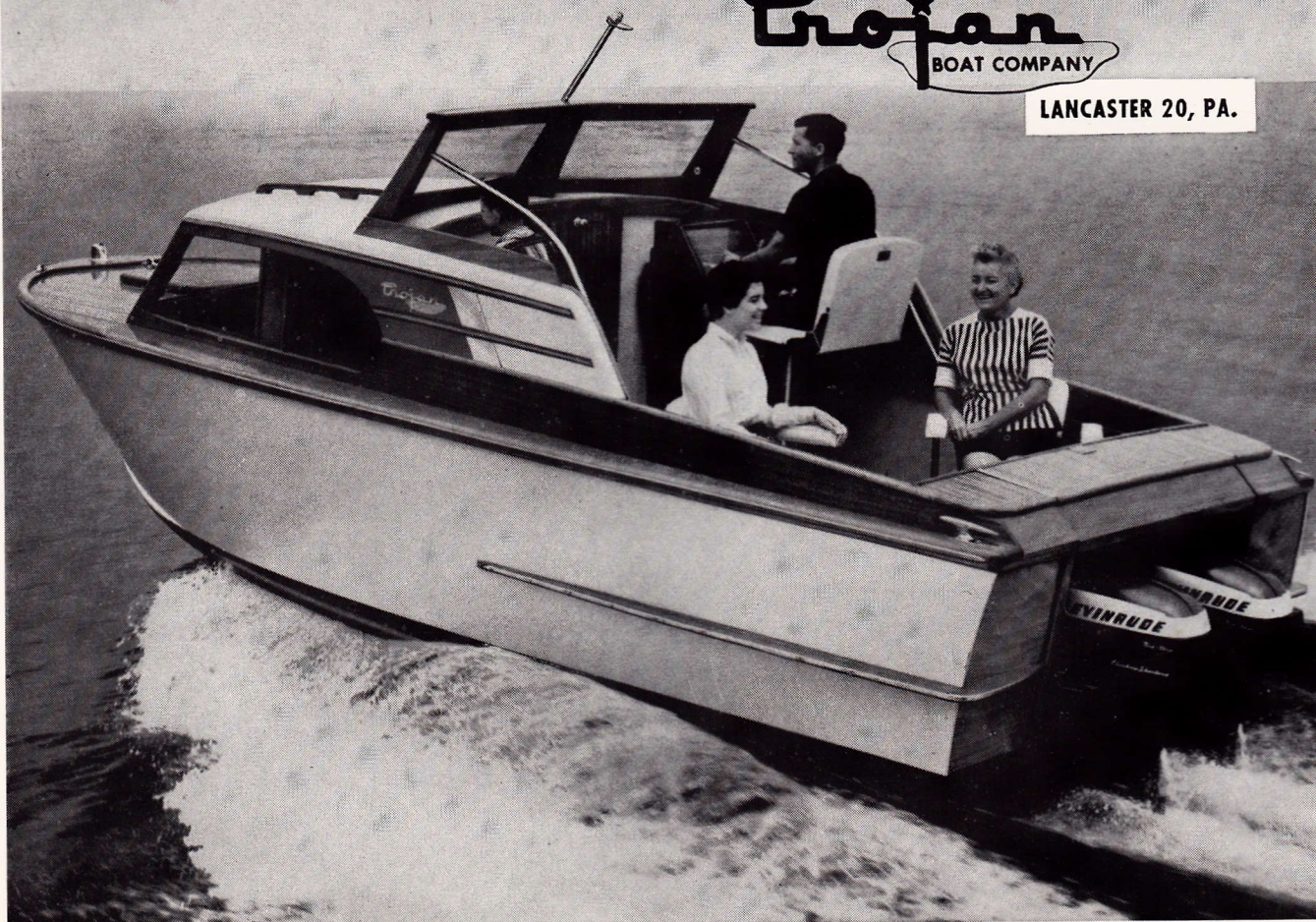
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POPULAR BOATING

THE MAGAZINE FOR ALL BOATMEN—POWER AND SAIL



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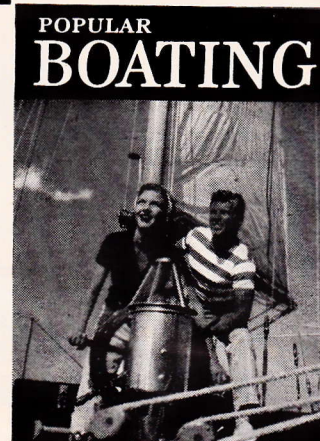
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Photographer Ozzie Sweet caught this couple helming a yawl for the cover photo.

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Art Editor

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Art Associate

Contributing Editors
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BLAKE GILPIN
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Advertising Manager

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B. G. Davis
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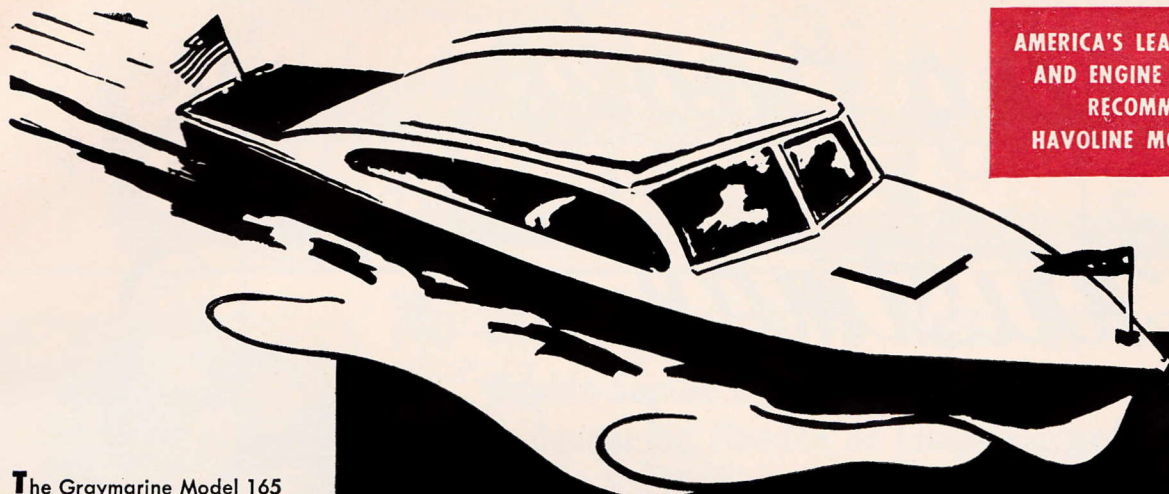
Art Director:
Al Gruen

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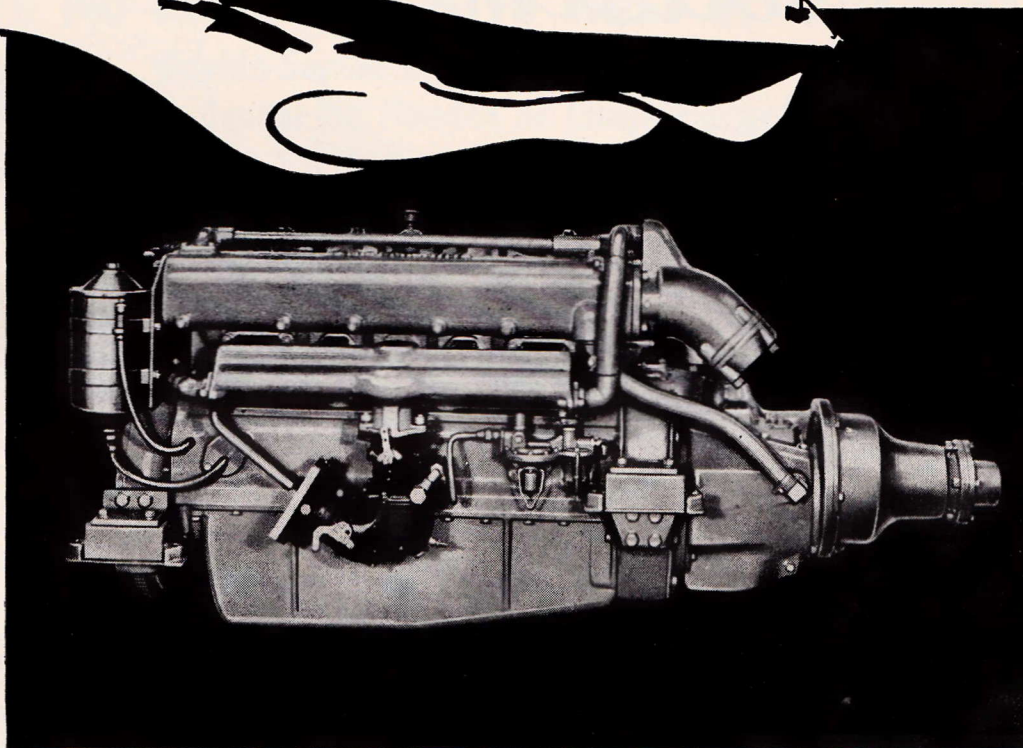
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Viking's Dawn by Henry Treece. 253 pages, illustrated. Criterion Books, Inc. Price \$3.00. The story of one of the earliest voyages made by the Northmen.



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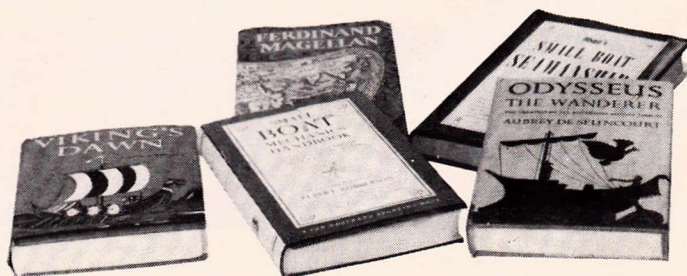
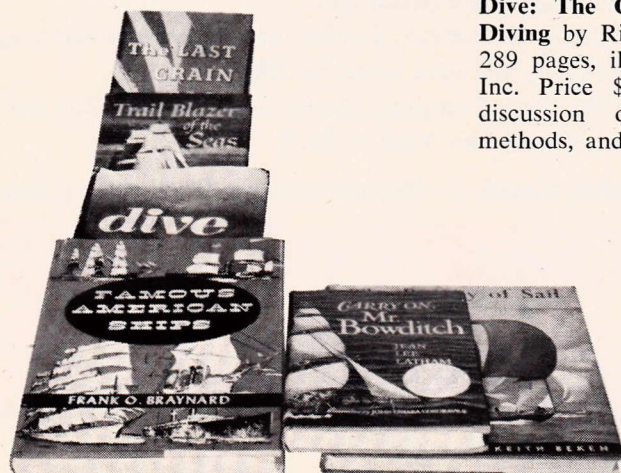
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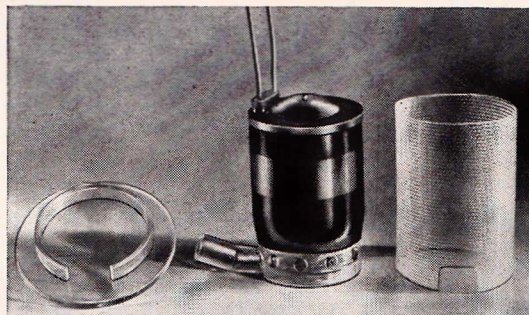
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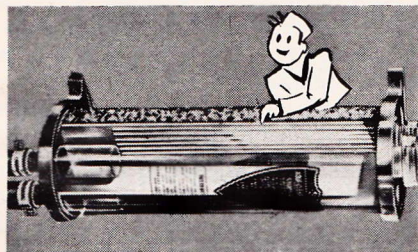
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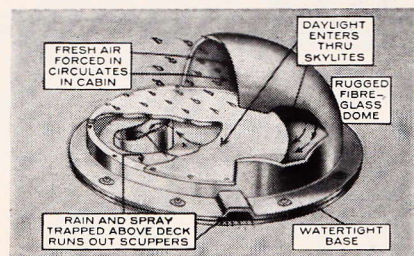
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Cruising The Keys Two couples take

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Safety on Waters Illustrating the importance of providing equipment beyond legal minimums and stressing the need for a sound knowledge of seamanship for all boatmen. U.S.C.G. (45F)

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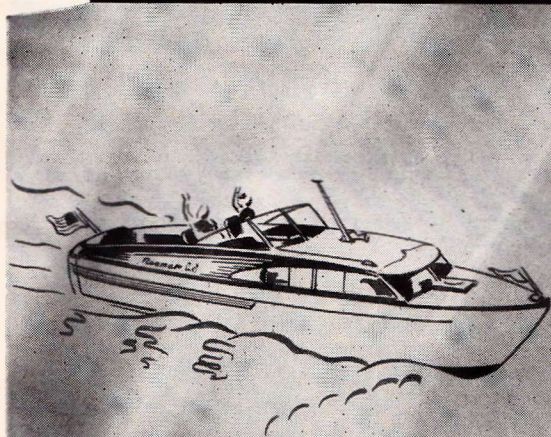
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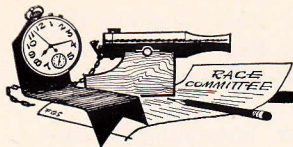
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DIVISION OF CHRIS-CRAFT CORPORATION

DECEMBER, 1956



BULKHEAD BULLETINS

BOAT SHOW CALENDAR

Ending Dec. 2—Seattle National Boat Show, New Seattle Armory, Seattle, Wash.—Exhibit Information: Wm. C. Speidel, Jr., Exec. Mgr., 800 8th Ave., Seattle 4, Wash.

Jan. 11-20, 1957—Los Angeles Boat Show, Shrine Exposition Hall, Los Angeles, Calif.—Exhibit Information: Hy Ginsberg, Hollywood First National Bldg., Hollywood 28, Calif.

Jan. 19-27, 1957—National Motor Boat Show, New York Coliseum, New York, N. Y.—Exhibit Information: National Motor Boat Show, Room 1657, 420 Lexington Ave., New York 17, N. Y.

Jan. 25-27, 1957—First Annual Brevard County Boat and Sports Show, Eau Gallie Civic Center, Eau Gallie, Fla.—Exhibit Information: Frank A. Thygeson, Program Director, 321 Royal Palm Drive, Eau Gallie, Fla.

Jan. 31-Feb. 3—Fort Lauderdale Boat & Sports Show, War Memorial Auditorium, Fort Lauderdale, Fla.—Exhibit Information: E. M. Bond, Chairman, 307 S.W. 1st Ave., Fort Lauderdale, Fla.

Feb. 8-17, 1957—Chicago National Boat Show, International Amphitheatre, Chicago, Ill.—Exhibit Information: Outboard Boating Club of America, 307 N. Michigan Ave., Chicago, Ill.

Feb. 15-24, 1957—The Great Western Boat Show, Great Western Exhibit Bldg., Los Angeles, Calif.—Exhibit Information: Show Management, 142 S. Fairfax Ave., Los Angeles 36, Calif.

Feb. 15-24, 1957—N. Y. National Sports & Vacation Show, New York Coliseum.—Exhibit Information: Lester Eisner, Jr., New York Expositions, Inc., 551 Fifth Ave., New York 17, N. Y.

CLUB CRUISES

Dec. 2—Turtle Mound Cruise, sponsored by Port Orange Outboard Motor Club, Inc., Port Orange, Fla.

Dec.—Second Annual Florida Cruise of the 10,000 Lakes Family Boating Club, St. Paul, Minn.

FISHING EVENTS

Dec. 15-Mar. 15, 1957—National Fresh Water Bass Tournament, Leesburg, Fla.

MISCELLANEOUS EVENTS

Dec.—Annual dinner meeting of the 10,000 Lakes Family Boating Club, St. Paul, Minn.

Dec. 18—Annual Christmas Party, sponsored by the Port Orange Outboard Motor Club, Inc., Port Orange, Fla.

Jan. 22-26, 1957—Coast Guard Auxiliary's National Convention in St. Petersburg, Fla. Host: 7th Coast Guard District of Miami, Fla.

Jan., 1957—Annual Banquet and installation of 1957 officers. United Speedboat Association, Rosemead, Calif.

Dec. 23—APBA's SO—Marathon, Miami, Fla.

RACING DATES— OUTBOARD & INBOARD

Dec. 1-2—The Florida Federation of Outboard Clubs' State Championships, to be held on 1-mile American Legion course, Avon Park, Fla.

Dec. 7—Tampa-Tarpon Springs

Jan. 11, 1957—St. Petersburg-Venice

Feb. 2, 1957—Sir Thomas Lipton Cup Race

Feb. 5, 1957—Miami-Nassau Race

Feb. 9, 1957—Nassau Cup Race

Mar. 2, 1957—St. Petersburg-Havana

Mar. 16, 1957—St. Petersburg-Havana

Mar. 22, 1957—Havana-Varadero Race

Apr. 19, 1957—Tampa around Egmont Key

OLYMPIC SAILING DATES

Nov. 26-29; Dec. 3-5—International 5.5 Meter Class; International Dragon; International Star Class; 12 Square Meter Class; Finn Monotype Dinghy. (Melbourne, Australia).

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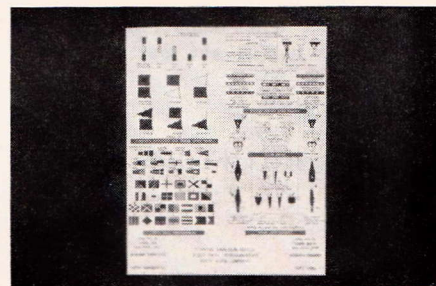
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Waterproof, full cut and good-looking, the Aldair is a yachtsman's delight. Made of rugged lightweight nylon, it is crack-proof, mildew-proof, and won't stick together. In deep water blue, foam green or dry grass green for men and women. Sizes: XS, S, M, & L. \$28.50. Also Light 'n Dry's in neoprene coated nylon in charcoal or light yellow. All sizes \$18.50. Carrying bag to match \$1.00. From Charles Ulmer, Inc., Dept. PB, City Island, N. Y.



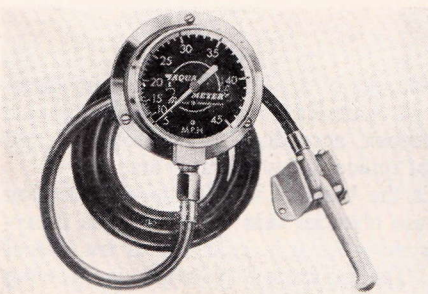
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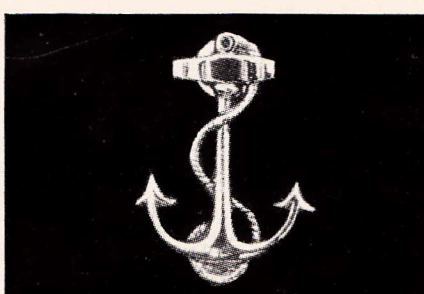
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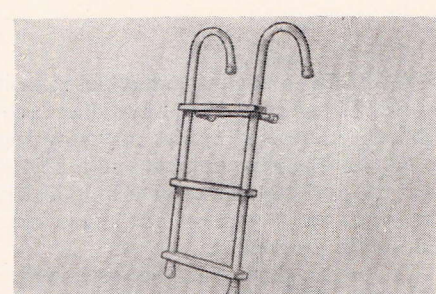
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Mr. Carver is noted as both experienced columnist and successful fisherman.

Almost any age, says our expert,
is a good time to begin fishing—
now even schools teach the sport
we once played hooky to learn

Fishing For All

By LAWTON CARVER

The special quiet pleasures of luring a fish are part of the rewards of modern boating, where parents and youngsters have fun together despite gap in ages.



COURSES in angling and allied pursuits are now offered by 55 colleges and universities and 1,300 secondary schools. Increasing hordes of young anglers learn to cast, to handle fishing equipment and a boat, and get the theory and practical experience of fishing in lakes, streams and at the seashore as part of the organized national Outdoor Education program.

To the old-timer this may seem very strange, indeed—that kids should go to school to learn about fishing. He will recall his own early experiences as hit-or-miss, probably without guidance from any one and with his elders admonishing him to devote more time to work and study and less to fishing or he surely would turn out to be a hobo.

The chances are he went right on fishing and became a capitalist or a statesman or a scientist, or even President of the United States. It is unlikely in any case that he became a juvenile delinquent, a fact which educators have come to recognize in comparatively recent times.

Aside from the sociological import, fishing comes nat-

urally to young inhabitants of a planet composed of three-fourths water, and in America some 25,000,000 pursue fish one way or another, according to licenses sold and estimated numbers of unlicensed salt water anglers.

Start 'em young is the basis of the Outdoor Education program and there are chances that eventually the fisherman will be smarter than the fish, contrary to traditional past performances. The education program is growing rapidly. Fish remain about the same.

While you do not need an education to fish, it helps, if education is taken to include instruction in the fundamentals. An older and wiser person may impart this merely by taking a youngster fishing, long before he ever gets into high school or college.

When conditions require a boat—and fishing from a boat is about 99 percent of the pleasure of fishing for most youngsters—take the time to teach him some of the important points of boat-handling and safety. Once he has learned to remain seated in small boats at all times you

POPULAR BOATING

have made a notable step toward more pleasure and less likelihood of a dunking.

In a nation where pan fish are abundant wherever you seek them and bigger fish are plentiful almost everywhere, a boat is essential for most fresh water fishing and will add immeasurably to the pleasure of fishing at the shore. The stream angler generally will get his by wading, but the fundamentals of fishing, in or out of a boat, are about the same for pan fish, black bass, trout, pike, pickerel and what not, including all the salt water varieties.

Starting a youngster in fishing can be a most rewarding thing. What to do so the beginner can enjoy fishing and you can enjoy his companionship, may best be answered by the best angler I know, Harry Darbee, of Roscoe, N. Y. With his wife Elsie, the pair makes up the most famous fishing and fly-tying tandem in this country. He has lived all of his 50 years around the Beaverkill, known as America's most beloved trout stream. He has spent nearly all of his half century fishing for trout there, for black bass in the nearby Delaware, and for salmon in Canada. All the while he has put together fur and feathers and hooks into flies purchased alike by plain fishermen and by some of the world's notables.

Theodore Gordon became known as the father of American dry fly fishing in that area of the Catskills; George LaBranche, Roy Steenrod and many others fashioned much of the lore and tradition for American fishing in that region, and Darbee has achieved similar latter day fame.

He can't remember how young he was when he started to fish, but he does recall the first fishing rod that gave him thrills and pride. He made this one himself by cutting a straight billberry sapling and, after skinning it of all its bark "except at the handle to make it look fancier," he hung it by its tip in the attic all winter to dry.

In the spring he could hardly wait to get it rigged and try it out, and when he did he became an angler for life.

His first two fish were a 14-inch and a 17-inch trout.

That was in his early days, some time before he began to tie and sell a few trout flies at the age of 12. The proceeds went into fishing tackle and other necessities. By the time he was 15 he was putting together flies in quantity professionally and fishing during all his free time.

"I then was launched on a career I have never escaped for any length of time," he said. "At 50, I'm still at it and I hope to be when I cross my last river."

Speaking from his experiences, Darbee said he would take a youngster to stream or lake or seashore and point out things of interest to arouse curiosity. Then give him help and advice at the right time.

"This approach will make an angler out of any boy" Darbee said. "Few of them ever fail to get interested if they start with curiosity—and a little success."

The pleasure of a young fisherman's companionship can hardly be matched, in Darbee's opinion, and the time to start him is as soon as he begins to show interest. Start on pan fish or smaller fish of any kind that can be easily caught. To shoot for bigger fish and be disappointed often will discourage a youngster and he may never try again after a failure or two.

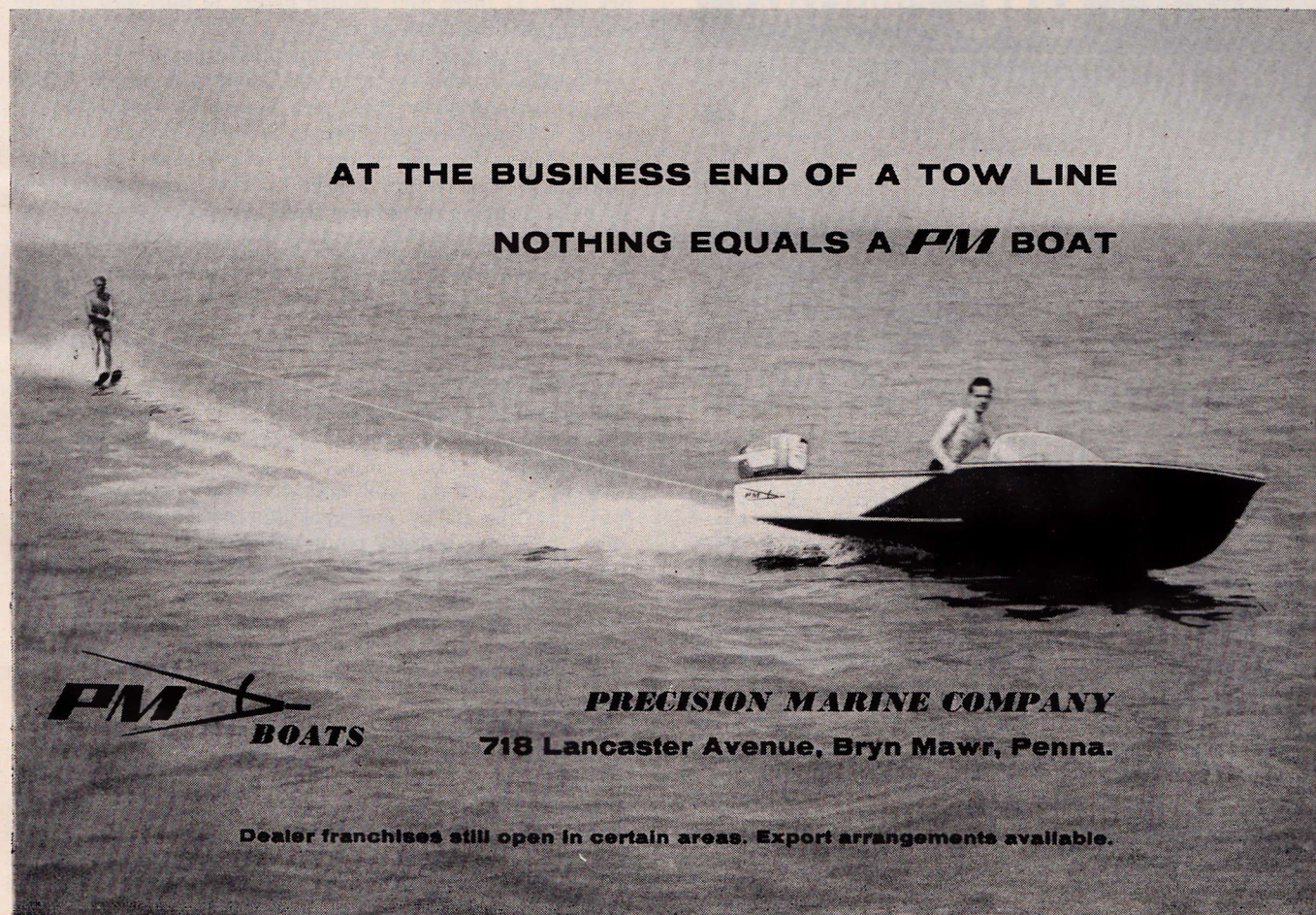
A youngster also should earn his first big trip by first demonstrating that he can catch and handle a fish without help, and stay out of danger "without being on a leash," Darbee said.

And finally:

"At no time should the idea be thrust on a youngster that he must learn to fish. To be asked to go fishing as a companion and equal is one of the cherished things a boy looks forward to and most of them will do almost anything to make the grade on that basis."

Darbee's advice is equally valid in the midwest, the far west, the south, the southwest and east—wherever there are boys and fish.

(continued on page 79)



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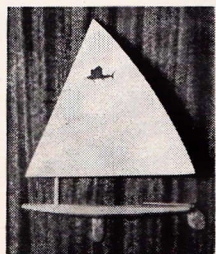
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Sailfish sounds wonderful! Please rush full information on different models and prices.

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Here's How

Answers to your boating queries

By JOHN KINGDON

Naval architect and boating reporter, the author answers below questions of interest to all boatmen

I BOUGHT my first boat last spring. It's a wooden 14-foot outboard runabout. After a season of hard use, it needs to be repainted this winter. As a newcomer to the sport, I don't know what is involved. Could you help me with a little advice?"

H. L., Milwaukee, Wis.

The first requisite of a good paint job is good paint. You should use only the finest quality marine varnish and paints you can buy. Developed expressly for use on boats, these products have special qualities that aren't found in house paints. If your boat is a typical 14-footer, you'll need approximately three pints of varnish, three pints of topside paint and one quart of antifouling bottom paint.

First-class brushes are also essential. Those with nylon bristles are recommended because they paint smoothly and quickly, because they are easy to clean and because the bristles won't break off. If properly cared for, good brushes will last for years.

Since your boat is but one season old, the various surfaces are undoubtedly in good condition. They will probably, therefore, need only a careful sanding to prepare them for the new finish.

Poor weather is the worst enemy a newly finished surface has. For this reason, don't attempt to paint when it is cold, damp or windy. Wait until (1) the temperature is at least 45° above zero., (2) the surfaces you are going to coat are dry and (3) there isn't enough breeze to hurl dust and insects against the fresh paint.

The first part of the boat you should paint is the inside. Apply a coat, wait for it to dry, sand it lightly and then apply a second coat. Next turn your attention to the exterior, applying two coats first to the deck, then to the topsides, then to the underbody. By following this procedure, you will prevent freshly finished surfaces from being ruined by paint dripping or running from above.

"I am planning to graduate from an outboard to an inboard-powered boat next season. I have heard that the electrical system on an inboard requires a great deal of attention. Is this true?"

E. S., Chicago, Ill.

On the contrary, the electrical system of a modern engine requires a minimum of attention. There are some things you can do, however, to make sure your system gives good service.

Keep the wiring, coil and distributor clean and dry. Lubricate the starter and generator periodically but sparingly. Have the breaker points checked and adjusted from time to time. Carry a spare condenser and spare spark plugs aboard, keeping them in their original cartons in a clean, dry place. When you have to replace the old spark plugs, clean around them first to keep dirt out of the cylinders; then use the special spark-plug wrench supplied with the engine.

Use your lights, radio and fans only when necessary. Check the battery level regularly. Replenish the electrolyte as needed with distilled water, being careful not to overfill. If you have to remove the battery, open the main switch before removing the connections at the battery. This will guard against sparks and possible fires. Wipe the battery top, terminals and cable ends clean with a rag. To prevent corrosion, coat the terminals with grease. ♦

POPULAR BOATING

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For information, address—National Association of Engine and Boat Mfrs., 420 Lexington Ave., New York 17, New York

FROM THE EDITOR—

ACCORDING to tentative figures compiled for the year we are completing, 28 million of us had fun out on the water. Possibly five million of us own boats and 750,000 take our craft with us on trailers.

So say the statisticians, but they have no clocking of the total hours of enjoyment that all these boats provided, nor can they calculate the warm days, cool nights and healthy outdoor living that is a part of our sport. At least \$1,250,000,000 was spent, so they say, on this most rewarding of sports, 13 percent more than last year, but there is no accounting of (or for) the special pleasures of life on and near the water. Here we all could tell them a thing or two.

But with many more people boating than there are boats around, the figures do prove the trend we all have noticed—families go boating now. This is the sport that mother, father and the children can all do at once—it is the outdoor form of “togetherness” which McCall’s magazine has pointed out is one central secret of the successful American way of life.

Experts of the Month:

From Hank Bowman’s report, it looks like the manufacturers once again are meeting our requests for even faster, sleeker and more durable and stable craft for 1957. Notice in his preview of the new boats and motors that more color and comfort are being built into almost every model. No longer need boating mean an endurance test; roughing it is only for the outdoorsmen that insist.

America’s launching, docking, and mooring facilities, however, have in no way kept up with the progress in boat manufacture and acceptance. Many communities have no place to get a boat off a trailer and into a nearby body of water and, worse yet, no plans for developing one. Many towns, in fact, have no idea of how popular our sport has recently become. Individual boat owners can do little alone, but joined together they have accomplished miracles. In a special survey for POPULAR BOATING, reporter Henry Lee writes how small clubs across the country have sprung up and developed launching ramps, marinas, recreational facilities, and training programs to teach and promote safe and happy boating. Mr. Lee’s extensive report should give encouragement to many groups who, up to now, have been handicapped by lack of a location to get their boat into and out of the water.

POPULAR BOATING plans to inaugurate monthly reports of boat and yacht clubs which have performed outstanding community service to fur-

ther boating facilities, safety, and welfare, and will welcome reports from clubs which found ways to promote the cause of good boating.

POPULAR BOATING’s Club of the Year Award will go to the organization and its community deemed to have made the most worthwhile contribution.

For the northern boatman who has had to haul his boat, we present an armchair tour this month of the world’s most troubled and contested stretch of water—the Suez Canal. And for really vicarious sailing, we offer frosting on the cake—the floating dreamboat belonging to many multi-millionaire Onassis.

Next Month:

A directory of boats and boating equipment, the most complete ever published, will appear in next month’s Boat Show and Directory Edition of POPULAR BOATING. Boats, motors, and a comprehensive coverage of all type of fittings and accessories will be included.

In addition, the January issue will have a special step-by-step Seaman-ship lesson covering basic navigation for small boat owners. Prepared by Elbert Robberson, author of the recent book Small Boat Mechanics Handbook, this installment of the series outlines in simplified form all the information with which a new boat owner or more experienced boatman can teach himself to prepare courses and learn to know where he is on the water.

For all boatmen who have wanted to try a hand at building a craft of their own, complete plans will be presented for tiny Pip-Squeak, an ideal construction job for the beginner. How-to-do-it instructions, diagrams and drawings will be included as well.

Sailors, as well, will find the full summary of the past year in the report on racing coast-to-coast by Bill Wallace.

And what may be the answer to expensive big boats will be revealed in a preview of the first attempt to mass produce a large plastic craft in California. Some estimates have predicted cutting costs as much as 50% by this method. Said to be a possible boat of the future, POPULAR BOATING readers will be given the first chance to judge for themselves.

Legislation, on a federal level, to control some phases of boating is now receiving national discussion. The January POPULAR BOATING will present a special report on what laws are being considered, and how they might affect every boatman.

WM. TAYLOR McKEOWN
—Editor

READERS REPORT:



PHOTOGRAPHER AFLOAT

To the Editor:

Would you be good enough to settle a bet for two avid POPULAR BOATING readers? We have noticed that many of your excellent pictures are taken by Rosenfeld. One of us contends that Rosenfeld must love sailing or he could not have the feel for recapturing the supreme moments of sailing that he does. The other assumes that he is just an excellent photographer. Please advise.

Mrs. J. E. Beacham, Pitman, N. J.

At least 125 years of boating and photographic experience are behind “Photos by Rosenfeld.” Father Morris contributes 50 and sons Dave, Stan, and Bill the rest. Many of their shots are taken from their cruiser, Foto. Stan is preparing a family history for a future issue of POPULAR BOATING.—Ed.

NEW BUILDER

Your first issues are great, congratulations. I would like to try building a simple boat. Could you supply some plans and hints?

Thomas Petersen,
Garden City, Mich.

You’ll want to make a cute little plywood Pip-Squeak in next month’s Big Directory issue.—Ed.

A VOTE FOR FAMILY BOATING

Your first issue was a honey. How-to-do-it and how-much-does-it-cost are still the two questions most of us seek to answer. So many hobby and sport magazines devote too much space to social events and organized activities. How about an article designed to help husbands sell their wives on the advantages of owning a boat?

Chas. Mullen, Tampa, Fla.

Perhaps you should have her read POP. BOATING. Mr. Mullen, meet Mrs. Simpson, below.

Picked up the first issues of POPULAR BOATING. Thanks for a wonderful much needed publication! Also thanks for including the skipper’s wife and family in your articles.

I’m looking forward to all forthcoming issues. We are trying to get a boat club started, with special emphasis on safety rules.

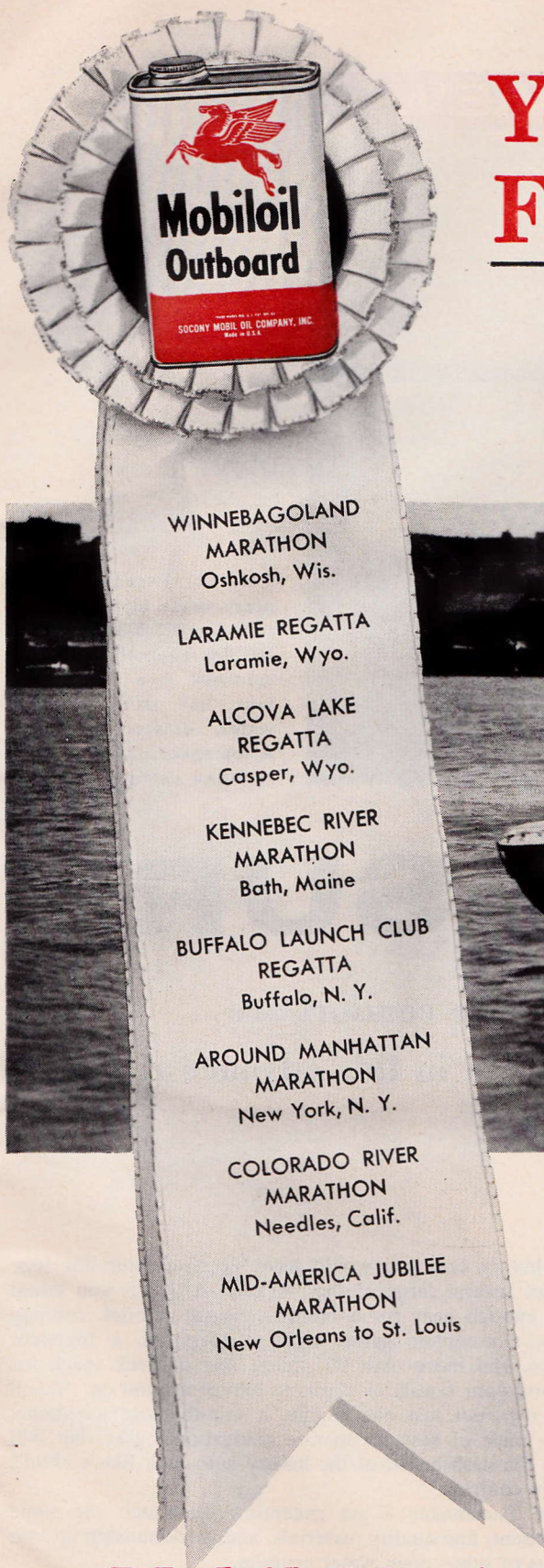
Virginia Simpson, Stamford, Conn.

UNBIASED ENTHUSIAST

Congratulations on your splendid new venture. POPULAR BOATING promises a long felt need among boatmen regardless of race, craft or color. Keep it up!

C. McQuarrie, Kansas City, Mo.

POPULAR BOATING



You'll Make it First Choice, too!

Like Leading Marathon Winners,
Enjoy the Proved Protection
of New Mobiloil Outboard



RAYMOND LENK, Detroit, Mich., crosses the finish line to win the rugged 27½-mile Around Manhattan Marathon in New York, N. Y., September 9, 1956.

No wonder America's top-selling outboard oil is the favorite of leading outboard marathon winners across the country!

They've proved New Mobiloil Outboard gives top lubrication under the most severe racing conditions . . . in some of the roughest water and weather any engine ever faced.

What's more, this new outboard oil cuts corrosion . . . increases spark plug life . . . reduces rust on engine parts and fuel tanks. Better get New Mobiloil Outboard now. It's on sale at the sign of the Flying Red Horse!

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DECEMBER, 1956

17

SPECIAL PREVIEW



The 33' Pacemaker Express, made by C. P. Leek, lists for \$12,200 with twin 125 h.p. engines, hydraulic controls. She can sleep four; has galley, running water, dinette for four. A top speed of 25 m.p.h. is reported using full power.

NEW PLEASURE

Greater safety, improved styling, and more comfort are
among next year's features revealed in this advance report

By **HANK WIEAND BOWMAN**

Boating reporter and spokesman

AT THE auto sales salons, people ooh and aah at the sight of some of the road behemoths that gain their prestige from big price tags. These are the jobs with finely hand-crafted bodies and added gimmicks such as a telephone, built-in vanity case, cocktail cabinet and fur carpeting on the floor. Take the Rolls-Royce as an example, with a typical tab of thirteen thousand.

But frankly, I can't understand what all the excitement's about. You get no bunks, no toilet, no promenade deck, no fish wells, no flying bridge, nor dual controls. Who ever heard of helming a Rolls from the back seat? Further, if you take your super car somewhere for a weekend, you're doomed to get all glommed up in traffic, inhale exhaust gases and so what can you do—even in the back seat of a Rolls? You certainly can't fish or lounge around in a bathing suit and sun yourself.

Let's take a gander at what that same amount of money wisely expended might get you. For almost \$1000 less (enough to buy a used road jalopy to carry you to and from the waterfront) you could buy a sleek 33' express cruiser like the C. P. Leek Pacemaker. Instead of being cooped up in a small back seat area or the limited front seat

of a luxury car, you would have sleeping room for four people, several large clothes lockers in which you could store enough gear for a month's cruise, a toilet, running water, a complete galley with refrigeration, a four-seat dinette, and more than 90 square feet of deck space for you and your family or guests to lounge around on. You'll have two, not just one engine, a ship-to-shore telephone, and a mess of easy to operate navigational gear that will make the dash board of the luxury auto look like a child's toy by contrast.

The Pacemaker is no exception for much the same equipment, fine quality materials, and workmanship go into dozens of other open water cruisers.

For the price of a snappy sports car, perhaps \$4,000, you can get a luxuriously upholstered sports runabout, finished off with beautifully matched wood, that will clip off 50 m.p.h. plus. Believe me, that kind of speed on water is unmatched by even 100 m.p.h. speed on land. Add to this water sports like skiing, aquaplaning, or trekking off to some isolated water location for a day of skin diving, and there's just no dollar comparison.

We're not trying to pretend that the boat will ever replace



BOATS FOR 1957

Among the showboats for the coming year are these sleek models from the Century Co., Manistee, Mich. Coronado, above, is available from 135 up to 300 h.p. with a V-8 Cadillac engine. The upholstery is two-tone Naugahyde. Speeds to 55 m.p.h.; priced from \$5,500 to \$7,600. At right is the Arabian, now available in colors of mahogany and yellow. It has been timed to 50 m.p.h. and with 135 to 300 h.p. is \$4,900 to \$6,800. Both runabouts are of African mahogany.





Chris-Craft's 1957 Constellation is a 55' motor yacht offering twin engine options in gas or diesel up to 600 total horsepower. With luxurious fittings throughout, it will sleep ten and can speed up to 25 m.p.h. Constellation model below is 35 feet long and with twin engines to 350 h.p. can do 30 m.p.h. Alternate interior plans give accommodations for four or six.



The new Roamer 28' Express has a commodious interior inside its steel hull and offers 6'3" head-room and 10' beam. Finish is in satin blonde mahogany; powered with twin 175 h.p. Chris-Crafts it will do 34 m.p.h. New hull lines are reported to give stable performance in open water. A forward deck hatch opens into the forward stateroom; cruising accommodations are for four and include galley, lockers, dinette.

More power and speed are promised for next year.

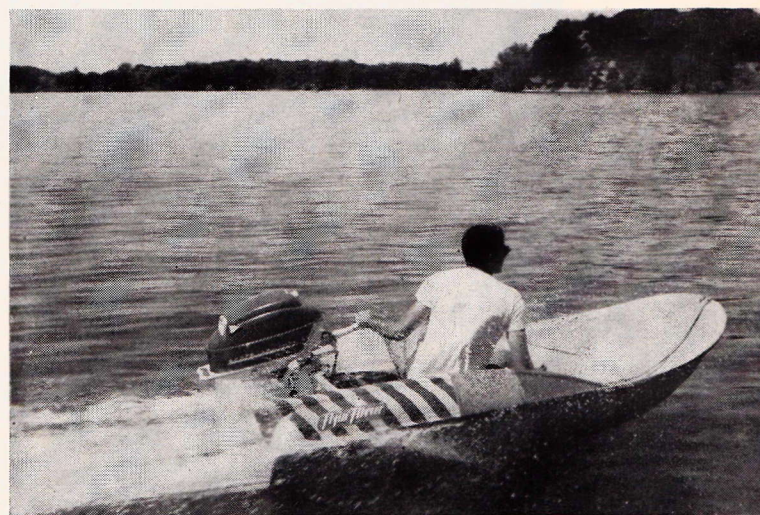
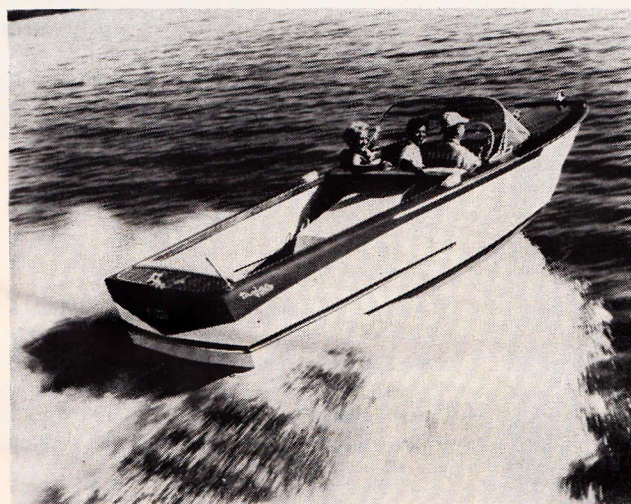
With the new demands for water ski equipment, both inboard and outboard engines are more potent for '57



Jafco Seamaster 23, left, is mahogany planked with semi-round bottom, large fully-lined cockpit, and has an upholstered engine box. It is a fast, roomy utility, big enough for offshore use.

The 1957 Trojan 18' Sea Bee Ski Tow, lower left, is available with power options of 100 to 135 h.p. New features include rounded gunwale lines aft for more comfortable boarding by skiers.

Novel addition, below, to the coming new boats is the molded fiberglass Flyin' Flivver. Only 8'2" overall, it is capable of real speed with a powerful outboard like the new Scott-Atwater shown.



the automobile, but it is a fact that no road vehicle of any sort can come close to offering as much value for your dollars as the present-day boat.

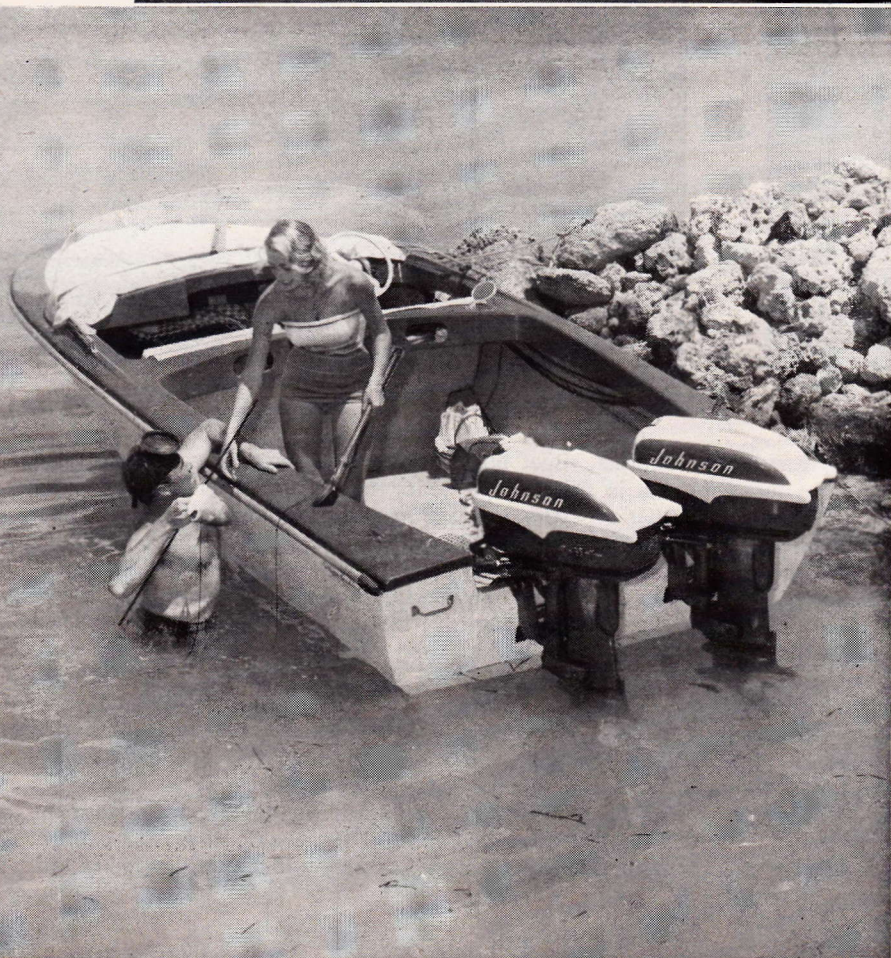
The trend of all boats for '57 is directed at greater safety, more comfort and more style at no appreciable increase in prices over last season's models. Admittedly boats have taken many of their styling leads from cars. Generally the boat builders have been ultra conservative and have been a bit slow to mimic Detroit. But for 1957, sumptuous comfort, attractive lines and furnishings, push button convenience and power plus are the order. Whether you are interested in a 60' luxury cruiser or an 8' pram, 1957 will give you a wider choice and better design and performance than at any time in the past.

Let's take a look at some of the new trends.

Fortunately for you, 1957 isn't expected to be a seller's

market. Boat building and boat purchases have boomed, but in the last few years the manufacturers have realized that this very increase in sales has made them get up on their toes and really sell. To have something to sell in a competitive market, since there are hundreds of boat builders as opposed to a handful of auto makers, the boat manufacturer must improve his last year's product or he'll get lost among the has-beens.

We've just skimmed the surface of the potentials this year with a sampling of the new products we have illustrated. Power continues to be important. Jafco Marine exemplifies this in its new 18-footer, the Sportsmaster 18. Jafco has met the horsepower challenge by tucking a 175 h.p. at 4000 r.p.m. Dearborn Interceptor engine into the completely restyled hull. The new Sportsmaster can get up and swish across the surface at 45 m.p.h., but along with



Above, eye-appeal has been added to many of the new runabouts. Dunphy makes this sports model with molded mahogany plywood. Seats are upholstered and cockpit coaming padded. The twin outboards are new Oliver models.

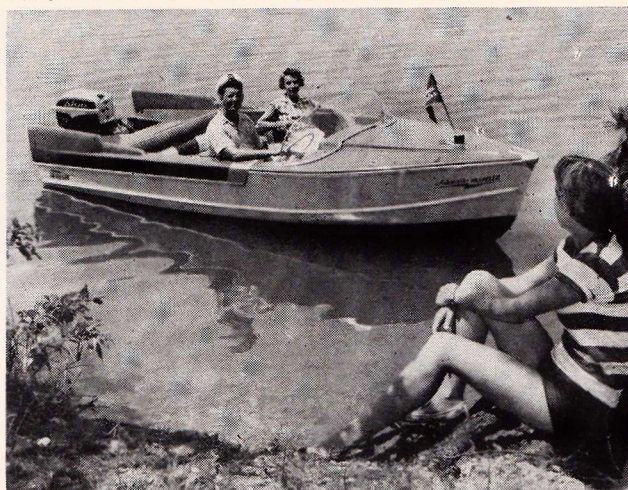
At right, the 17' Thunderbird Warrior has a convenient false deck flooring for the cockpit to provide a level space for deck chairs if desired. Space under the forward deck converts into a double bunk for overnight cruising. Motors are the new 35 h.p. Johnsons.

its sports car power plant, it has picked up the sports car trend safety-wise. The twin cockpits are completely lined with no ribs visible. The coaming is foam rubber crash padded; the chrome bracketed windshield is shatterproof. The hull itself is planked with solid mahogany and, in line with more eye appeal, the boat is finished off in two-tone blue.

There will be other 45 m.p.h. inboards on the market—in fact in '57 some will be able to top the mile a minute mark, if flashing speed over the water is your principal aim. If you're more interested in weekend cruising, you'll find inboards ready to take you for the weekend, or weeks on end, at \$3000 and up. Features such as stainless steel alcohol stoves, large roomy double-doored refrigerators, private toilet compartments with full head room, will be commonplace in most models. The worry about mildew may be a thing of the past, for the bunks of nearly all the '57 models will be padded with thick foam rubber cushions, covered with vinyl plastic zipper covers, impervious to dampness, salt air or even salt water. Forward deck hatches will permit safe handling of bow lines in even the roughest of weather. Hardware will be plated with corrosion resistant finishes. Windshields and side windows, by popular demand, will open for good ventilation underway or laying to.

Popular demand has also ended the day when a boat was merely something that would float and keep the waves or rain out. Today it is a thing of power and comfort as well as beauty. Wider side decks with deep toe rails will make

Stylish addition to the Arkansas Traveler line is this 15' Custom Sportsman with a one-piece stretched hull topped by fiberglass deck.



The Coronado 204 aluminum 14-footer, below, with self-draining well, walk-through front cockpit, foam upholstery is from Cadillac Marine.



The safety and convenience of the walk-through front cockpit is also designed into this DuraCraft aluminum sportster shown below.



Most ultra-modern of designs for '57 is the Lone Star Meteor with its apparent influence from new car styles.



The Carter Craft model below has flush afterdeck with folding chairs, sheet plywood hull.

The new runabouts feature a variety of construction methods and styles

The new Winner Seafire is a 15 foot runabout with wraparound windshield, foam seats.

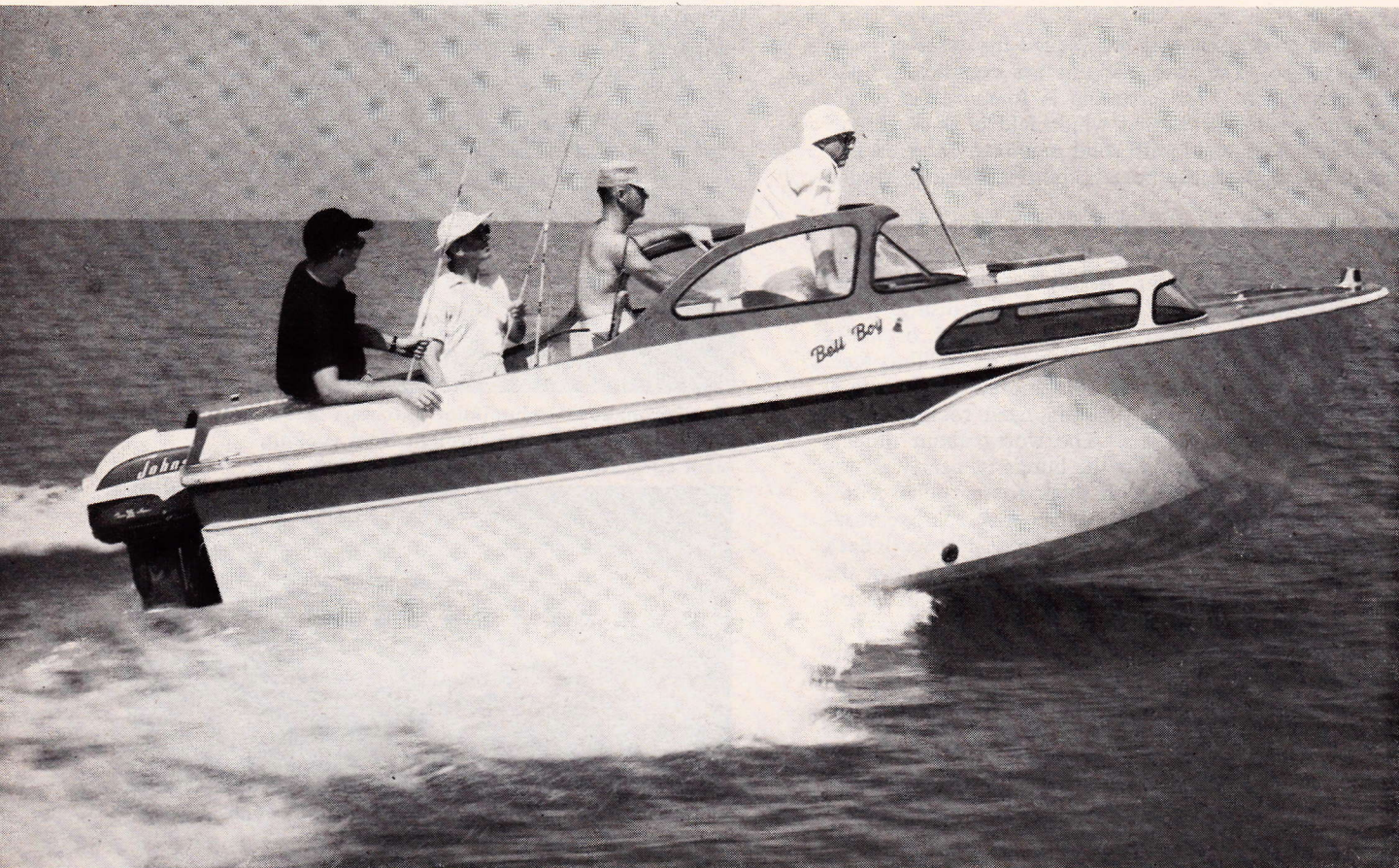


Precision Marine's 14-footer is molded from aircraft-quality birch ply; has stable design.

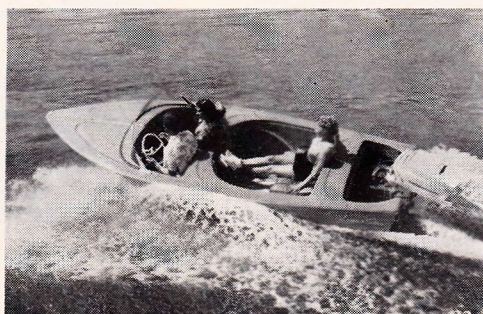


Cruisers offer new comforts afloat

The Bell Boy, made by Bellingham Marine Works, is a fiberglass outboard cruiser which will sleep two, has molded-in two-tone color.



Barbour's 19' mahogany lapstrake Silver Clipper may be fitted with seats that recline into bunks.



Compound curves are molded into this new fiberglass 15-footer by Lone Star, aluminum pioneer.



The Wolverine Special Deluxe from Wagemaker has a 15' molded plywood hull, popular front steering.

their appearance on most cruisers. Motor noises will be further dampened by new sound absorbent fireproof motor-well lining materials. And nearly all manufacturers will break away from the old Model T tradition of a single color, take it or leave it. This year hulls will blossom out in every color of the spectrum plus two and even three-tone combinations—shades of Detroit.

For the inboarder, the mechanical and structural improvements won't immediately be too apparent though the overall luxury picture may be. However, greater stress will be laid on such items as the combination of 6 or 12 and 110 volt lighting. This means that with nearly any inboard cruiser on the market for '57, you can pull into a marina and plug into the local 110 current with a simple extension cord to take the strain off motor generators.

The inboard power plants for '57 will basically be the

same. Though nearly all the manufacturers, with an eye to economy of operation, have been at work during the past year improving carburetion and ignition. You may expect better performance from the motor of the same size, greater economy of operation, or both.

Many inboard runabout manufacturers have jumped on the band wagon of the increasing popularity of water skiing. Beams at the stern have been stretched to handle the added load without squatting. Boarding ladders will make climbing from water back into the boat simpler, and special hardware for ski pulling will become commonplace. Jumbo sized rear view mirrors will permit the driver to keep track of his passengers in tow and at the same time keep an eye out for any hazards ahead.

One manufacturer, Trojan, has even designed an 18-footer with ski towing specifically in mind. The rear cock-

pit is roomy enough to store dozens of skis moving to and from towing location. The boat is equipped with an automotive-type reverse gear lever mounted on the steering column for greater convenience and quicker shift response. A chrome-plated brass and stainless steel three-point suspension towing pylon has been specially designed for ready installation or removal on the stern of the hull. The ski-tow pylon assures maximum performance when towing one or a number of skiers and also precludes the possibility of the ski-tow line getting tangled in the propeller, shaft or wound around the rudder.

In the newer and booming outboarding field, changes are far more radical. The trend continues toward a greater use of Fiberglass for both small utilities and cruisers up into the 22' range.

Smallest but probably the sportiest of the new outboards for '57 is a tiny 8'2" long molded Fiberglass scow which is strictly for fun. This little rig, which has a beam of 54" and a depth amidships of 18", looks not unlike a bath tub fitted with Cadillac fishtails. Yet the little craft which weighs only 110 pounds will take detachable motors of up to 25 h.p. The saucer-like boat is well nigh impossible to upset; is equipped with flotation gear so that it is unsinkable in the event that rarity should occur. It is designed to accommodate two adults on a simple canvas sling-type seat.

The little rig is equipped with ski-tow rings and, even with only a 15 h.p. motor, it is capable of towing one person along at a fairly fast clip. The boat is unusual and falls strictly into the novelty class, it's dubbed the Flyin' Flivver and may well experience the same popularity enjoyed by Henry Ford's simplest product.

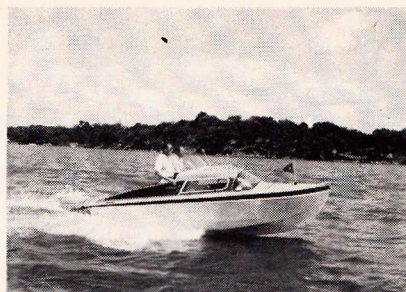
A host of lightweight aluminum, strip built, Fiberglass, molded plywood and sheet plywood outfits will continue to meet you at the boat shows in strictly utility form up to the 14' class. The principal change in these smaller boats will be the correction of builders' former errors by further strengthening them to take more potent power plants. There will also be a continuation of last year's sudden realization that a boat could be finished in some color other than natural wood finish, bare metal or traditional white.

The big trend in outboarding will be a move up from the once most popular 14-footer of several years back to 15', 16' or even as long as 18' in the flossier finished sports runabout category. Outboarding has become a family activity and a 14-footer just isn't large enough to seat a whole family at one time. The boat manufacturer had stayed in the modest footage class despite the multi-passenger trend because the power just wasn't available. This year the boat builders have power to spare, even as much as 60 horsepower if he wants it from a single motor.

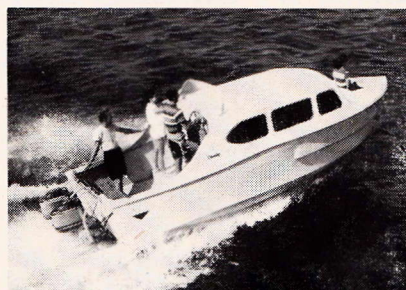
Since the larger sized boats will appear to be safe for rougher water operation, most of the manufacturers are following a trend toward one of two means to offer a full height freeboard protection at the stern so they are safer in fact, not just in appearance. Some have installed a motor well so that the motor or motors are mounted on a cutout on the transom as in the past. However, forward of the motor mounting is a full height bulkhead serving the dual purpose of rear seat backrest and watertight integrity. The motor wells usually are only a few inches deeper than the requirements for free motion of the standard outboard motor. Another water tight baffle or a deck sloping rearward extends back to the transom and includes drain holes so following waves can now slosh over the transom without bothering the boat's occupants. The water should drain out nearly as rapidly as it comes in. Under the back seat on many new models is an ample space for remote fuel tanks and a storage battery.

Other manufacturers have installed a full transom and

(continued on page 82)



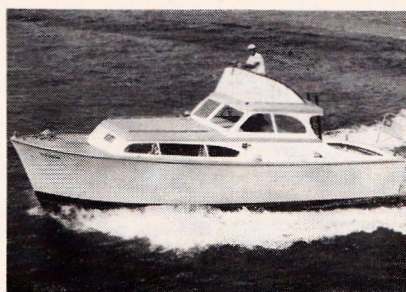
Glasspar's Delmar is fiberglass 15' cruiser with 6½' beam. It sleeps two; is \$1545.



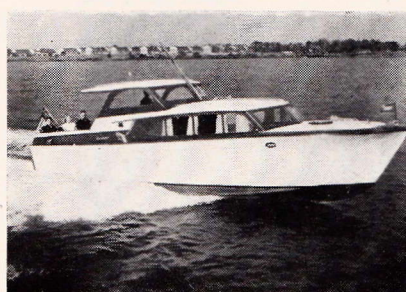
One of largest fiberglass outboard models is 22' Crosby Aero-marine Vagabond.



Higgins 30' cruiser has both flying bridge and inside cabin controls. Price, \$13,000.



The 1957 Egg Harbor 30 will be offered with a flying bridge, 110 volt electricity.



Queen of the Owens new Flagship fleet is this 35' bridge sedan model with twin 135s.



Chris-Craft Constellation will sleep 10 in 5 cabins, luxury fittings; 28 m.p.h.

ORGANIZE for better boating

Pleasure sailors across the country have gotten better facilities by uniting. Here is a report of outstanding activities by boat and yacht clubs in 1956

By HENRY LEE

Experienced boating reporter for the New York Daily News

EAST, in the Narragansett Bay area of Rhode Island, the Newport County Outboard Boating Club Inc., organized less than two years, has tackled and already solved two of the most pestiferous problems facing boaters.

First, the club persuaded the Newport city fathers to repair the launching ramp at King Park and provide its members with adequate parking facilities. (Now the club is crusading for another launching site at the far east end of the park.)

Second, drafting a new safety code tailored to its own area, the club obtained passage of a Newport ordinance prohibiting reckless driving of motor boats—and successfully opposed another proposal which would have imposed a 5-mph speed limit within Newport Harbor.

West, in the State of Washington, the Spokane Outboard Club this past summer dramatized its Spokane River Marathon Race—and boating generally—by a huge boat parade through downtown Spokane, with some 100 trailer-borne boats as the main attraction. The marathon was so successful that the club was able to award 15 trophies to first-second-third winners in five different events.

Midway in the country, at Sycamore, Ill., the Boating Club got together with the Sportsmen Club to put over an important job which neither could have accomplished single-handed.

The result: A complete water show, highly successful

Hundreds of launching ramps, like this one near Little Rock, were made by enthusiastic club members who have worked together.

Arkansas Gazette photo



in fun, attendance and popularization of water sports, which livened Sycamore's Sportsmen Lake with boat displays, water skiing, skin diving, safety demonstrations and casting exhibitions.

North, South, East or West, it's the same story when boaters *organize*. Be they interested in outboards or inboards, sail or power, slow family cruises or the more daring diversions of racing and water skiing, they reap the greatest dividends through a cooperative, club attack.

Though even many veteran boatmen don't fully appreciate it, the most significant aspect of the amazing postwar boating boom is not how many millions of people are afloat these days—but the way they are going about it. Through their clubs, some with only a handful of members, others ranging upwards of 1,000 with auxiliaries, they are learning nautical know-how and safety, organizing search-rescue squads, setting a restraining example for the occasional water daredevil who gets into unnecessary trouble.

Item: The afore-mentioned Spokane Outboard Club is not only interested in parades and marathon races. The SOC Safety Patrol has been working out a plan with the local Sheriff to enroll all patrol members as deputies in enforcing the boating laws. The "water cops" will be identified by distinctive plaques on their boats.

Through their clubs, and *only* through clubs, boaters all over the country are buying impressively large club sites, building their own launching ramps, installing facilities which allow year-round fun, even when the storm warnings are flying. Today, a full, 12-months program includes not only group cruises, races, ski tournaments and fishing contests, but also barbecues, picnics, dances and indoor boat shows.

Where the well-meaning, but scattered efforts of individual boatmen would accomplish little, united club crusades for conservation of marine life and against pollution of our lakes, rivers and sounds have political impact at state and national levels. Through such activity, America's waterways are constantly protected and expanded.

That is why we call the clubs the most significant factor in boating today. Through their well-implemented plans, not only for today but also for next year and the years after, the boom is here to stay.

Actually, the clubs, outboard clubs particularly, are sprouting so fast that even their national organization, Outboard Boating Club of America, can't keep track of the total number. But yearly, OBC receives literally "thousands" of requests for its *how-to* literature on organizing and operating clubs. Its burgee flies not only all over the United States but all over the world. There are OBC members in Mexico, Puerto Rico, Haiti, the Panama Canal Zone, Belgium, West Germany, Finland and Norway. Not

POPULAR BOATING

Bill Apple photo



The Greater Little Rock Boat Club built a concrete river-bank ramp; followed up with picnic area, barbeque pits, rest rooms.

Eleanor Pederson photo



Richmond, Calif., Outboard Boating Club members, typical of other progressive groups, turned out for a Coast Guard Auxiliary inspection.

to mention a member in Hong Kong and two in the Belgian Congo!

Similarly, OBC's affiliate, the American Water Ski Association, has difficulty keeping up with the statistics on this rapidly growing sport. But just in the year and a half since OBC took over the administrative duties of the ski group, individual membership has quadrupled and the number of affiliated clubs trebled, all without any great promotional drives.

In all, there are about 225,000 individual water skiers, and their clubs are clustered along both coasts and the Mississippi Valley. The largest concentrations are near fairly large bodies of water and the greatest activity in places like Florida and southern California where the members can ski year-round.

But there are also clubs in Texas and such other unexpected places as Oklahoma—not to mention one stout individual member in Anchorage, Alaska.

With so many new "Sunday sailors" afloat these days, the clubs are doing a particularly important job in instructing green boatmen in knots, motors and general water lore. For example, take the model "Outboard School" conducted by the Palm Valley Outboard Club down near Jacksonville, Fla.

The club started only two years ago with 11 charter members, tripled its membership the first year and decided its fledglings ought to know something about the power plant that was zipping them through the water. So Bob Butler, the first commodore and a born mechanic, instituted the "Outboard School" in the Community Center Building, lecturing on the upkeep of various types of motors and the potential trouble when a motor is hard to start.

Once, when a member's motor needed overhauling, Bob dramatically held class in the member's garage. Doing the overhaul job for the lucky fellow, he carefully explained in detail to the class as he went along.

Especially for women members, such classes are most helpful. Once, before the war, boating was a man's sport, and there were Saturday afternoon "water widows" who sat home commiserating with the golf widows what beasts husbands can be. Today, thanks largely to radically improved manufacturing, such as lighter motors and self-starters, boating is family fun, and the clubs have been quick to recognize that Mother deserves some weekend pleasure, too.

For emphasis on family outboarding and group cruising (including one ideal weeklong tour through the Thousand Isles), take the young Outboard Boating Club of Central New York.

With a current roster of 32 families (64 adult members) drawn from the Cortland, Manlius, Baldwinsville, Liverpool, Syracuse and North Syracuse areas, Kathleen Chet-

win, publicity director, proudly reports: "The gals enjoy equal standing with the skippers in regards to voting and holding office." However, without taking a narrow feminine viewpoint about it, she also adds frankly:

"Many of the wives—after enduring the pained expressions on hubby's face at the way lines are tied, gear is stowed, etc.—plan to attend classes, which are being offered free, to teach the gals the why and wherefor of outboarding. (They say a plain old square knot is just *not* the way to do it!)"

A much more venerable club with almost twice the membership, ten-year-old Greater Little Rock Boat Club, in Little Rock, Ark., also now endorses women's suffrage. "In fact, since wives were admitted to the club," Mrs. Eugene Bylander, the publicity chairman, says triumphantly, "there has been a sharp increase in membership and attendance at monthly meetings."

Six years ago, the Little Rock group leased a half-mile
(continued on page 67)



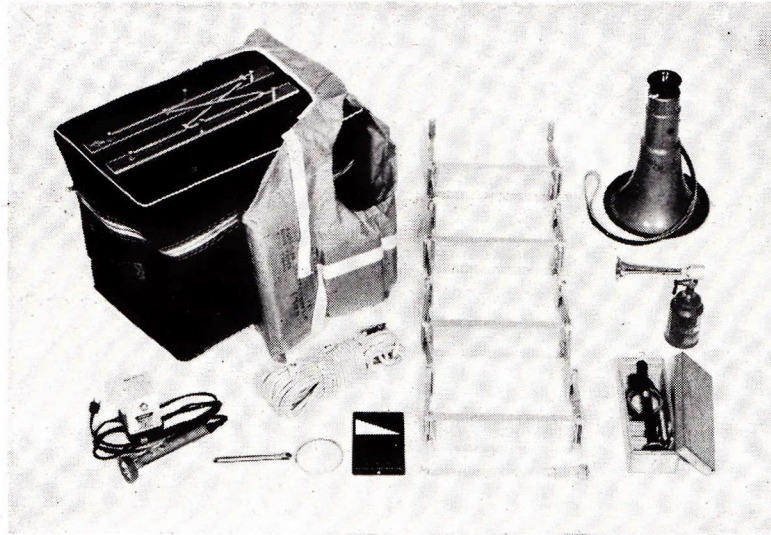
Gifts for a

Presents for your boat or
boatman may be nice,
nautically needed,
or necessary

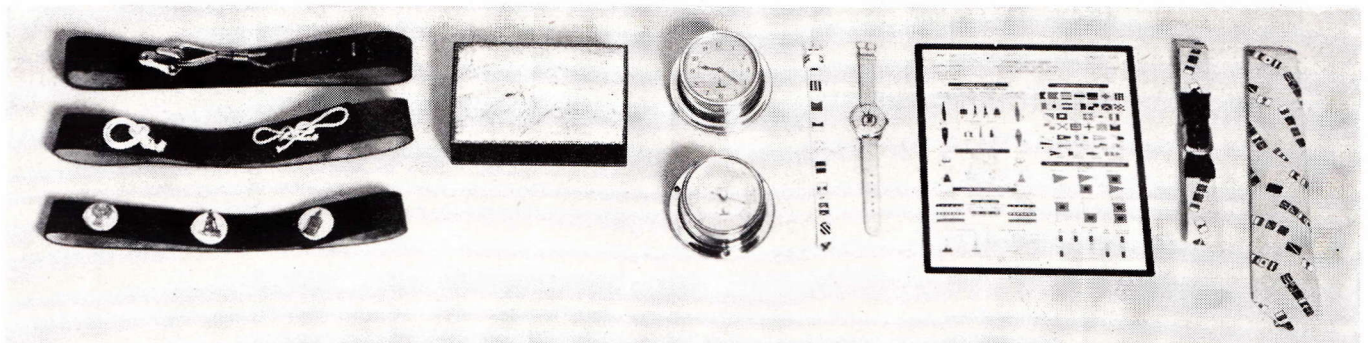
Yuletide is frequently the time and excuse to shop for boating essentials that have been put off during the year. An expensive new suit of sails, or powerplant, can often be fitted into the Christmas plans. At left are smaller but favorite items, all from Crow's Nest, NYC.



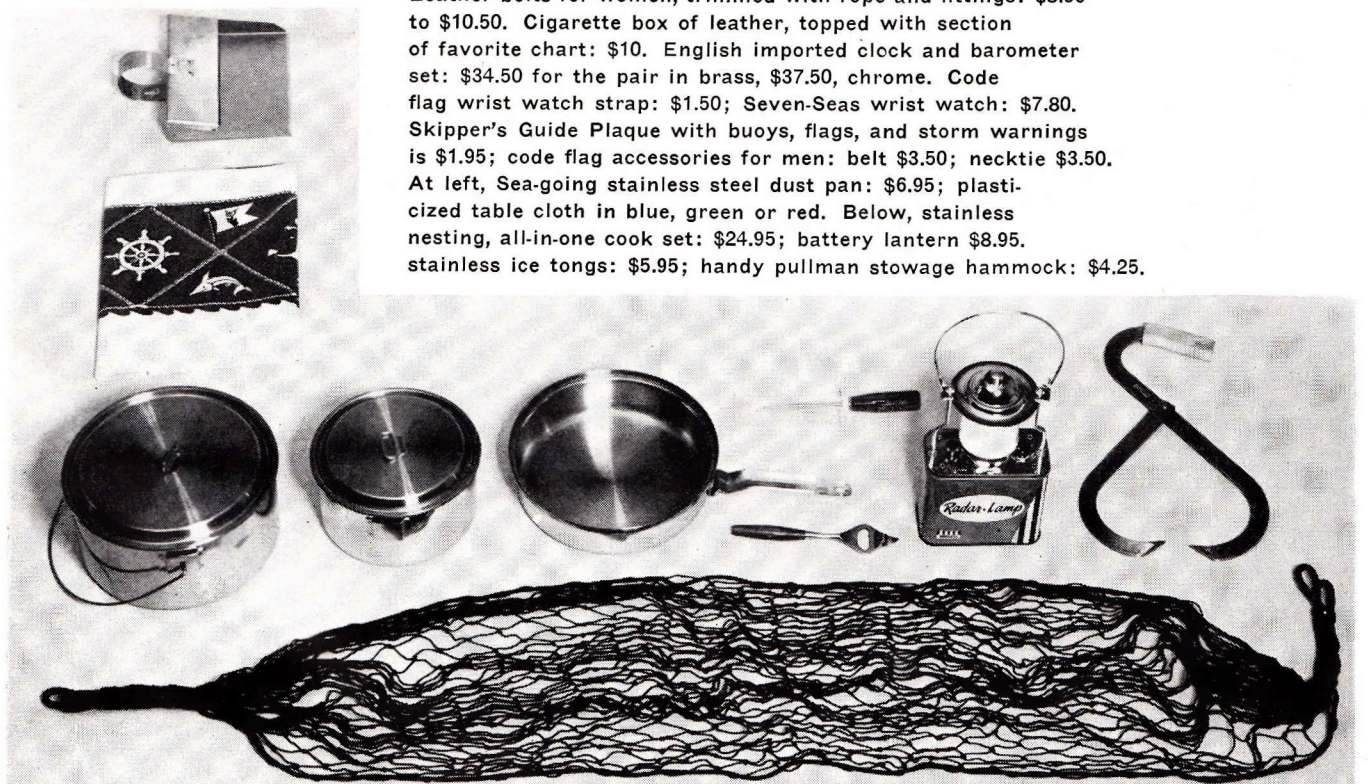
BOATING CHRISTMAS



Hassock-type preserver case, above, holds four jackets, doubles as a seat: \$16.50. Flashlight, with re-charger is \$20. Stow-a-way ladder folds to 5": \$39.50. Other items—lead line: \$6; megaphone: \$49.50; air horn: \$15; Compascope: \$42.50.



Leather belts for women, trimmed with rope and fittings: \$8.50 to \$10.50. Cigarette box of leather, topped with section of favorite chart: \$10. English imported clock and barometer set: \$34.50 for the pair in brass, \$37.50, chrome. Code flag wrist watch strap: \$1.50; Seven-Seas wrist watch: \$7.80. Skipper's Guide Plaque with buoys, flags, and storm warnings is \$1.95; code flag accessories for men: belt \$3.50; necktie \$3.50. At left, Sea-going stainless steel dust pan: \$6.95; plasticized table cloth in blue, green or red. Below, stainless nesting, all-in-one cook set: \$24.95; battery lantern \$8.95. stainless ice tongs: \$5.95; handy pullman stowage hammock: \$4.25.



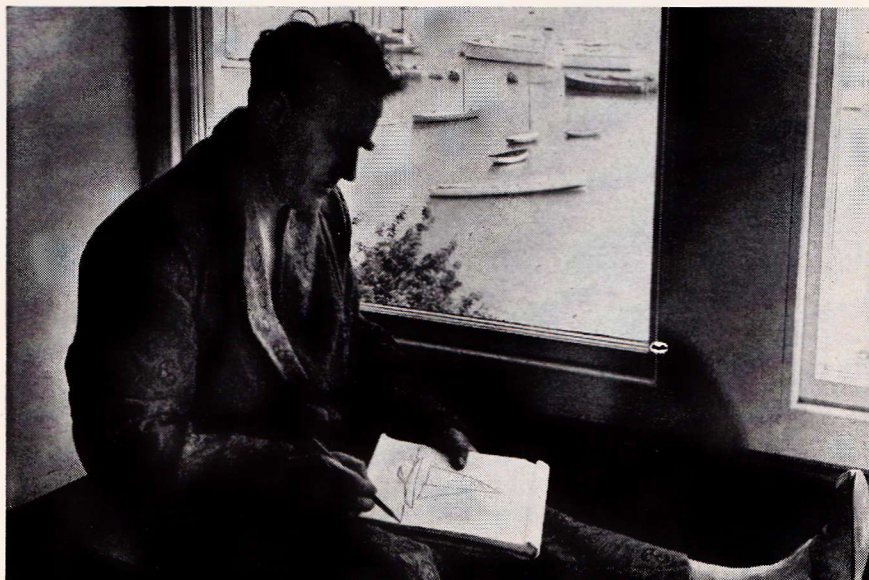
All gifts photographed at the Crow's Nest, NYC, by Dan Rubin
DECEMBER, 1956

**boatman
of
the
month**

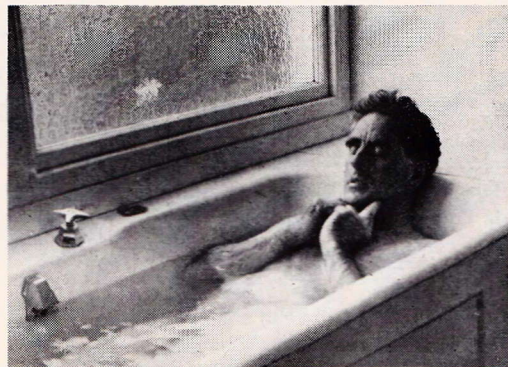


UFFA FOX

Unbelievable is the word for Uffa—
whose boat designs make maritime history



In a combination home and workshop in Cowes, England, British boat designer Uffa Fox puts on paper (above) ideas born in bathtub (right) for series of keelboats now on the Fox drawing boards. Forerunner and smallest of series is his recently completed Flying Fifteen, at left.



By

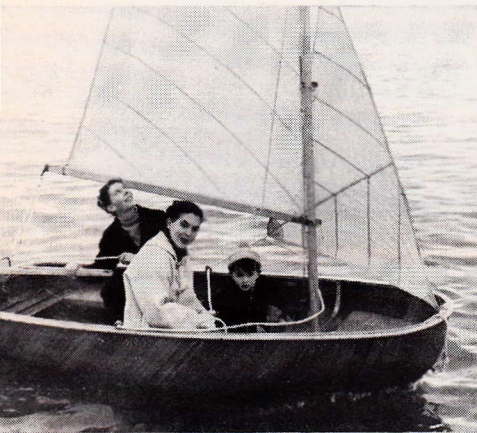
MERWIN DEMBLING and PETER ELSTOB

UFFA FOX sailed into maritime history thirty years ago when he doubled the speed of racing dinghies by making them skim over the water instead of plowing through it. Since then he hasn't let anyone forget him. He keeps boating circles abuzz with sensational new designs or screwball pranks which are just as sensational. At a recent Cowes Week—Britain's most important boating wing-ding—Uffa-designed craft wrecked the competition by finishing first in each of the four events in which they were entered one Saturday. Elated, the Maestro capped the day by firing one of Lord Nelson's cannon in the crowded bar of the swank Royal London Yacht Club. It practically wrecked the place.

A shaggy, portly, grey-haired Englishman, generally wearing an old blue blazer and half-moon shaped spectacles, Uffa looks like a dreamy country parson. Then he



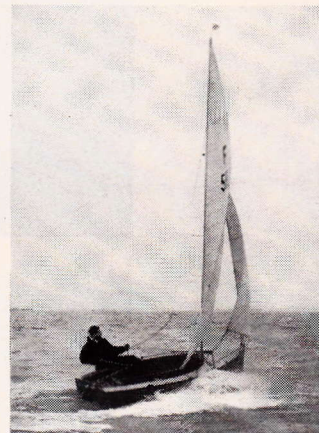
In Uffa's work room, trophies he won on the water get less attention than the landlubberish, antique auto horn which he blows to bring household hands on the double. Cups, which most yachtsmen would regard with reverence, are often convenient receptacles for cough drops and clips; otherwise go unnoticed.



His light, 9-foot Duckling is Uffa's smallest creation.



Pixie is the name for this canoe-type rowboat.



The 12-foot Firefly is a popular Fox production.



A frisky 15-footer, the Swordfish isn't for novices.

On Duke of Edinburgh's Uffa-built Flying Fifteen, Fox (right) is a helpful guest.



opens his mouth to comment on some fool doing silly things in a boat, and everywhere within the sound of his voice the air turns blue.

The son of a master carpenter, he's been afloat on the tricky, double-tided waters around the Isle of Wight since he was five, made three Atlantic crossings under canvas on small boats, and crossed a hundred miles of the English Channel lying full length over the side on the sliding seat of a flimsy sailing canoe. He never wears a hat or underwear or carries a watch, for the simple reason that he still spends so much time in open boats that they'd all get soaked.

He's nearing 60 now, and can no longer get the best out of the peppery twelve- and fourteen-footers in which he made his name. Yet all talk of his being a has-been went out the window when his 18-foot Jollity, designed as an "old man's boat" swept the field at last season's Cowes Corinthian Yacht Club Speed Sailing Trials. Any rumor that he had grown up as well as grown older also went out the window when he almost drowned a Member of Parliament, several officials of the Buckingham Palace staff, and the warden of a nearby prison, by organizing a wacky cricket game on Bramble Bank, a treacherous Isle of Wight sand bar, under water except for a few hours two days a year, during the equinoxes.

Most Cowes yachtsmen are keen racers. Uffa, born

Having doubled the speed of racing dinghies, Uffa is creating new keelboats

and raised in that famous regatta center, couldn't care less about racing. Considering himself more a cruising than a racing man, and a designer above all, he races very seldom—generally only when he was a design point to prove. Competitors in races he does sign up for keep on their toes, for the Maestro is known to be among the greatest of natural helmsmen, and when he really wants to show his form he can usually take every prize in sight.

Nevertheless, race committees receive his application with mixed feelings, for there's no guarantee he won't decide to clown his way through the stuffed-shirt solemnities of small-boat racing. At the five-minute gun, when, obedient to the rules, punctilious members will be in their boats jockeying for the important advantage at the starting line, Uffa will most likely be bending an elbow in the club bar. He only goes into yacht club bars for serious drinking, and generally stays out of them during fashionable meets because, he says, "one has to listen to so much damn nonsense!" His own conversation—when printable—is pithy and full of salty saws such as: "speed and a dry shirt seldom go together," "The best helmsman leads at the first mark, but the best boat wins the race," and the principle on which he has based his success as a designer: "The way a ship leaves the water is more important than the way she cleaves it."

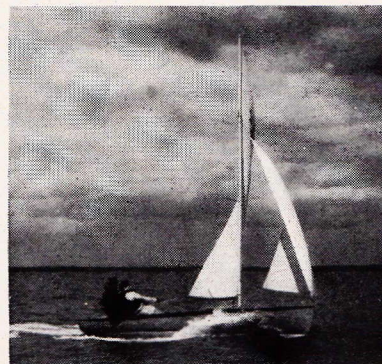
Occasionally he clowns for other reasons beside embarrassing starchy sailing committees. Shortly before the war the German Sailing Club was undefeated on the Continent in the 12-sq. metre Sharpie class racer which they designed themselves. In their first Isle of Wight race, British competitors were a little in awe of the Germans. Uffa, who had spent hours before the race in strenuous training at a pub, entered full of courage. Being a first class helmsman racing in waters he knew thoroughly, he took an early lead and held it. To demonstrate his nonchalance and encourage the other British competitors, Uffa balanced himself on the gunwale, grabbed a stay, and relieved himself over the side.

Nobody knows what the Germans thought of this exhibition, since they were very correct yachtsmen, but the British lost their timidity and began to forge ahead. Uffa, delighted at the success of his gesture, decided to go one step further and really cheer his teammates on. However he forgot that he himself was well in the lead, and his astonishment at hearing the winning gun was matched only by that of the judges and spectators, as they witnessed the first major international race ever to be won by a man in that highly unconventional position.

Uffa has a lusty strain of earthliness, but he can turn it off when it would be out of place. After a session of stout and quinine tonic and the kind of stories that singe the wallpaper in his local pub, the Harbour Lights, he becomes more sedate as soon as he joins the Duke of Edinburgh—who calls him his "sailing adviser"—in the Duke's Uffa-built Flying Fifteen Coweslip, or in the Queen's Bluebottle, also designed and built by Uffa. An ardent royalist, he sailed with the late George V in the old Royal Yacht Britannia, and until his office was bombed, had one of Britannia's bunks built into one corner. *(continued on page 70)*



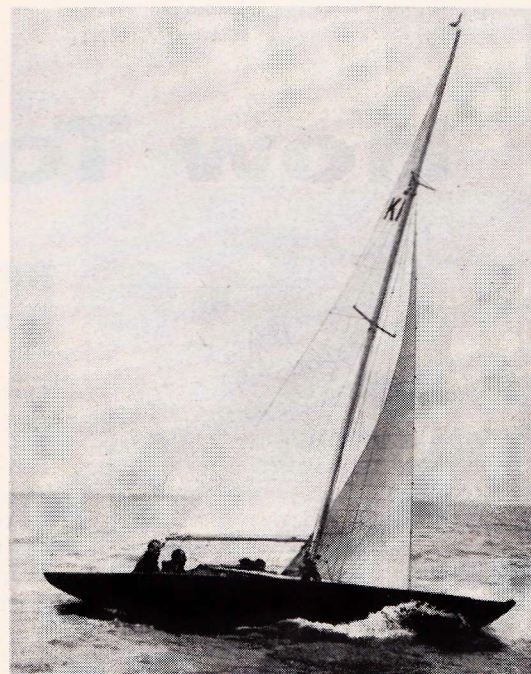
Rough water sailing is a snap for sturdy, 26-foot Atlanta cruiser.



Speedy Jollyboat clocked 13.8 knots in speed trial at Cowes.

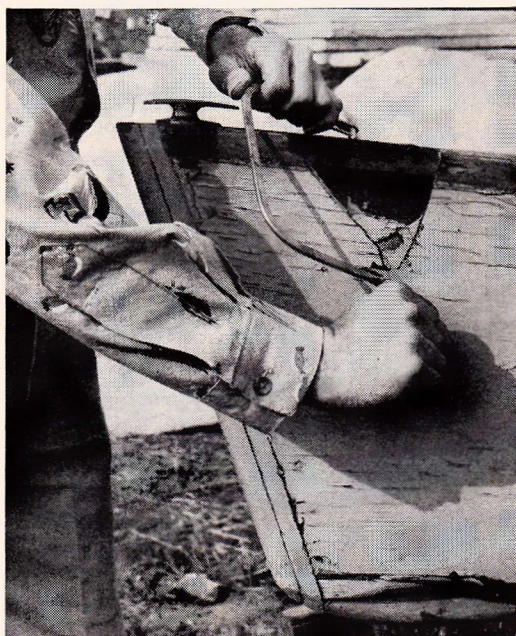


This 14-foot International planing dinghy made the Maestro famous.

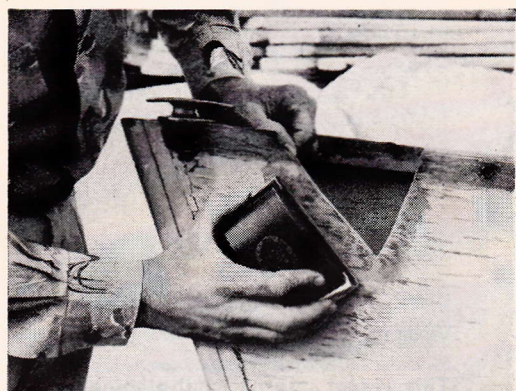
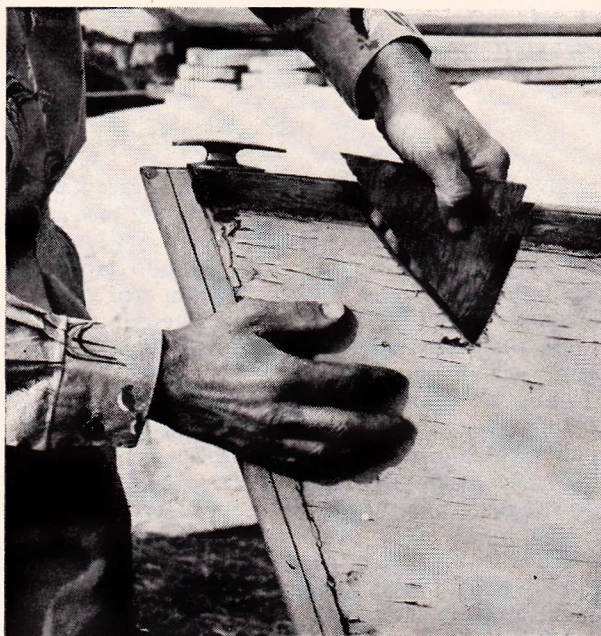


Built for the Queen, majestic Bluebottle has proud racing lines.

- 1** Coping saw cuts out damaged area. Puncture in center of hull could be trimmed with keyhole saw.



- 2** Insert is cut from plywood scrap and trimmed to fit. Paper template could have been first marked for shape.



- 3** Paint is sanded off to allow two inch bare area for fabric overlap; more if repair section were larger.



- 4** Simple repair kit consists of scissors, fiberglass fabric, special resin, and small bottle of resin curing agent.

How To Repair With

By V. LEE OERTLE

Text and photos by the author

WHETHER your boat is wood, fiberglass, or metal, you can carry patch material for emergency use that will easily repair any of these substances in less than one hour. All that's needed is a few yards of fiberglass in 6-inch width, a large, heavy duty piece of fiberglass about two feet square, and resin and curing agent for adhesion. Total cost of all these elements should be less than five dollars. Most boat dealers stock fiberglass and resin.

Pack the fiberglass, resin and curing agent into a metal container and tuck it under the boat seat. If an accident occurs on a trip hundreds of miles from home you can

safely and effectively patch the damage yourself in a short time, with no worries about leaks.

The accompanying photos show what can happen to the gunwale of a small boat when both barrels of a 20 gage shotgun are discharged into it at a range of two feet. The gun was propped against the side of the boat (a poor habit), fell into the prow and—wham!

The first thing to do after such an accident is to get to shore as quickly as possible. A hand drill, sanding block, scissors, coping saw and keyhole saw would make a complete tool list.

Try this simple system for small repairs in only an hour

Drill holes around the damage and cut out bad section with keyhole saw. Use either a plywood plug or a wad of fiberglass to fill hole to outer surface of boat. It is merely a plug, so don't worry about making it watertight.

Use a sanding block to remove all paint for several inches around damaged section, both inside and outside of hull. Cut two squares of fiberglass cloth, one for inner, one for outer surface. Allow at least two inches overlap of material all around patch.

The special resin is combined with a curing agent to harden it. For small jobs like patching, use a separate container to mix resin and curing agent, as follows: (patented Fiberglass method)

Up to 70 degrees F. 8cc agent to each quart resin;
70 to 75 degrees F. 6cc agent to each quart resin;
75 to 80 degrees F. 5cc agent to each quart resin;
80 to 85 degrees F. 4cc agent to each quart resin;

One gallon of resin with curing agent covers about 60 square feet under normal use, two coats. Adding more or less curing agent to the resin only increases or decreases hardening time. Variations in drying time are usually the result of humid weather and will not affect finished job. Mix only enough resin for each operation—working time is 20 to 60 minutes.

Apply resin to area around hole with paint brush or scrap of cardboard. Press square of pre-cut fiberglass into resin and smooth out wrinkles, making sure hole is overlapped at least two inches. If repair is near splash rail, cut off protruding material with scissors, as in photo. Now apply final, liberal coat of resin over patch. Repeat process on other side of hole. Let stand until hard (about an hour), at which time boat may again be safely used. When you get home, run the sander over patch to smooth it and paint to match hull.

Deeply worn sections of the outer hull, or the floor inside the boat, should be first filled with boat putty to level of adjacent surfaces, then sanded smooth. Measure and cut section of fiberglass large enough to overlap worn spot. Remove paint around bad area and apply resin over entire worn spot. Press fiberglass section into resin, smoothing out wrinkles, then add another covering coat of resin. When dry, feather edges of patch and paint to match hull.

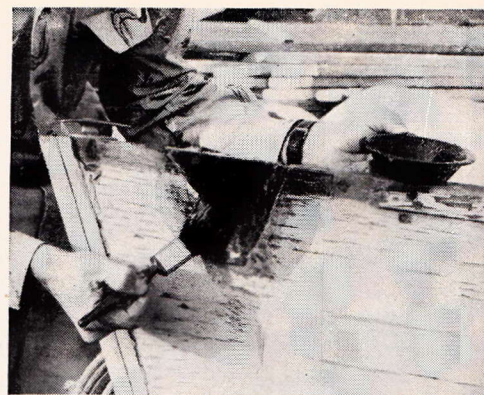
Many other uses will be discovered for fiberglass once

Fiberglass

you become accustomed to using it. Cracked oar handles can be repaired by wrapping narrow strips around and thumbtacking, then covering with resin. When dry it forms a strong band that prevents additional splitting.

Leaking live-bait tanks can be waterproofed with a covering patch of fiberglass. Even metal gasoline fuel tanks can be repaired by using steel wool to remove paint, then follow same procedure outlined earlier.

Why take a chance on cutting your vacation short? Carry a fiberglass repair kit in the boat or in the car to be prepared for any emergency. ♦



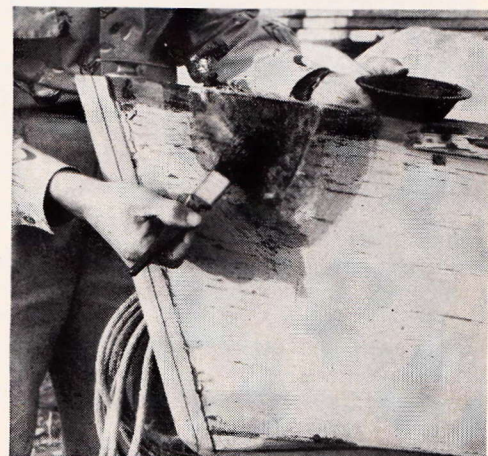
5 Glue edges of plywood insert and place in position. When firm, coat both sides with resin, plus several inches beyond.



6 Fiberglass is cut large enough to flap over both outside and inside of insert, with extra for overlap.



7 Trim off excess cloth above rail; check that there are no wrinkles. Now a liberal coat of resin is applied.



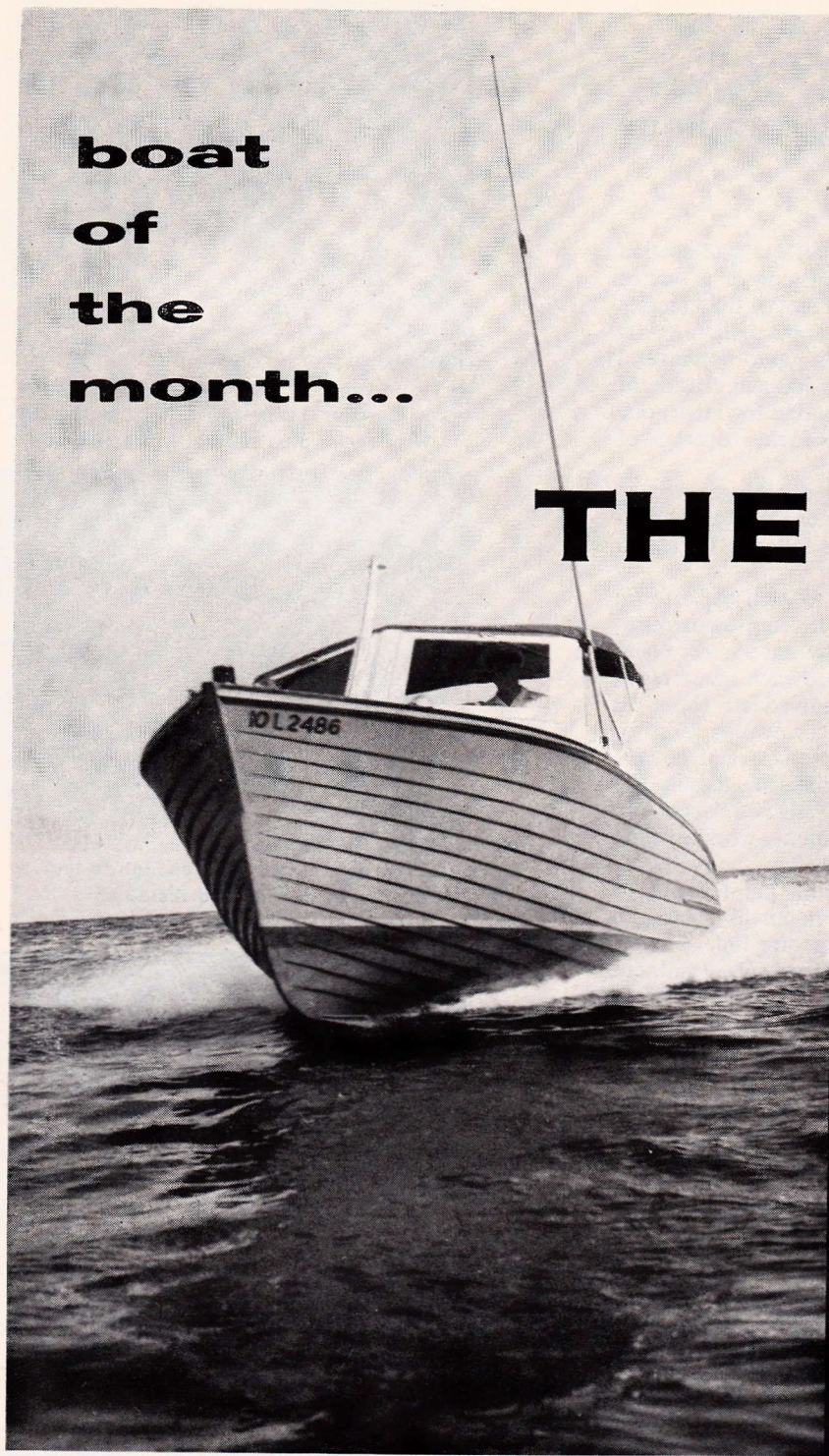
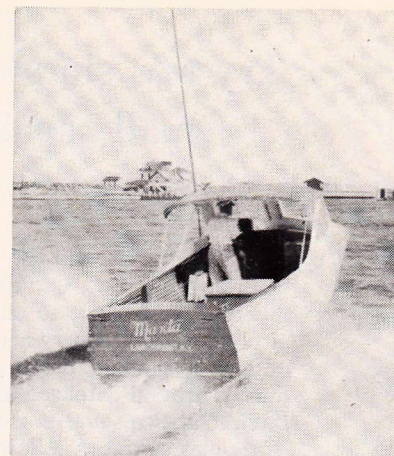
8 After resin is worked well into cloth both inside and out, allow drying until hard; sand edges and paint repair.

**boat
of
the
month...**

THE MANTA

By BILL ROBINSON

Nationally syndicated boating reporter



**Combining seaworthiness
and speed, space and
simplicity—small
wonder the Manta is
a sea skiff of distinction
and a delight to her
owner, comedian**

Herb Shriner

Thanks to her specially-designed lapstrake hull, the Manta gives an equally good performance on smooth or rough waters. In rear view (above, right) skiff's big cockpit is readily seen.

WHAT kind of boat does an experienced owner come up with when he has had several different sail and power boats and can pick and choose as he likes?

In the case of Herb Shriner of TV fame, the answer is "Manta" a customized 23-foot Jersey sea skiff from the Zobel Sea Skiff and Yacht Works, Sea Bright, N. J. Shriner is known to millions as a Hoosier farm boy type, but it personifies the new spread in boating as a popular sport that this authentic rural background does not conflict with his being a knowledgeable boatman.

The customizing on "Manta" all came from the ideas of Shriner and his wife, Pixie. He is not the type of entertainment personality who wants to own a "yacht" just so he

can say he does, and perhaps give a couple of dockside cocktail parties. For the Shriners, boating is an important family recreation, and old clothes a means of getting away from it all.

Ever since radio and TV chores brought him East, he has spent his spare time on the water. This involved owning or use of fast runabouts, an auxiliary cruising sailboat, and cabin cruisers. Each had its advantages and disadvantages, which the Shriners carefully noted. As their family grew—they have three small children, Herb and Pixie began to crystallize ideas on what they really wanted in a boat.

Despite the local mobility of runabouts, the type was too limited. They enjoyed the peace and release of sailboat

cruising, but lacked the continuous time needed to get anywhere. Cabin cruisers were comfortable but demanded too much in upkeep and "housekeeping afloat."

Shriner studied the boating publications and kept a weather eye out around the waterfront. Eventually this eye was caught by a Zobel skiff in a nearby berth at their home port, Larchmont, N. Y. It seemed to combine the speed, seaworthiness, space and simplicity they were looking for.

The next step was a visit to the Zobel yard for a test run and, fortunately for the thoroughness of the test, it was an early spring day of strong northwest winds, whistling in behind a cold front. Frank Sarpolus, owner-manager of Zobel's, took the Shriners down the Shrewsbury into the teeth of the northwester on Sandy Hook Bay and on out to the tip of the Hook. Jersey Coast boatmen know that rounding Sandy Hook in a northwester is one of the roughest dustings a small boat can take, and the skiff's performance was the clincher for Herb.

The lapstrake sea skiff hull was designed for just such conditions, and Sea Bright was the birthplace of the type. It was developed from the oar-propelled surfboats the local Scandinavian fishermen used in working from the beach. Tending pound nets offshore, they needed a boat that would be seaworthy enough to launch through surf and strong enough to come back through it and land on the beach fully loaded with fish. Their lapstrake dories with high bow and stern were descendants of the lapstrake long-boats in which their Viking ancestors roamed the northern seas.

As engines replaced oars in propelling these boats, the basic type was gradually adapted to better high-speed performance. First commercial fishermen, who put "squat boards" extending out from the stern to keep the boats

was to eliminate a tendency to wetness by altering the bow sections slightly.

Zobel boats are built on the master-builder system. Each hull is put together from keel to gunwale at one station by one master-builder and an assistant. They do all the framing, planking and fitting, rather than have the boat move along an assembly line past men who repeat one function.

Shortly after "Manta" was delivered in late summer, a disastrous fire levelled the yard. It wiped out the shop, blueprints, construction jigs, 20 boats in various stages of construction, the stock of specially selected lumber, office records, and all the virtually irreplaceable tools the master boatbuilders had lovingly collected over the years.

Despite the extent of the loss, "Manta" is not the last of a line. Rallying from the shock, Sarpolus put his crew to work taking lines off boats that were moored offshore and saved from the fire. Although a boat due to go to the National Motor Boat Show was two-thirds completed when destroyed in the fire, a replacement built from this process in a nearby garage will make the show.

Sarpolus meanwhile is making plans for re-establishing the business on the old site.

"Manta's" hull is a stock Zobel 23 footer with 8' 1" beam. She is oak-framed and mahogany-planked, with the conventional riveted lapstrake construction Jersey builders still insist upon in the face of modern mass-production innovations. Her deck planks are especially grooved for a neoprene caulking that is applied in liquid form and then hardens in the grooves in the shape of an inverted T.

There is nothing special about her construction in comparison with other Zobel boats. All are built by the same careful master-builder methods.

This was the hull Shriner wanted, as he requires speed



TV's Herb Shriner (above), proud owner of Manta, supervised her cockpit layout; Sonarfone portable transmitter is safety accessory.

riding level, then the colorful rum runners of the '20's, and finally the sport fishermen contributed ideas and demanded certain changes.

The eventual result was the present Jersey sea skiff type, with the flaring bow and offshore ability of the old beach skiffs and the underbody design in the after sections of a high speed power boat.

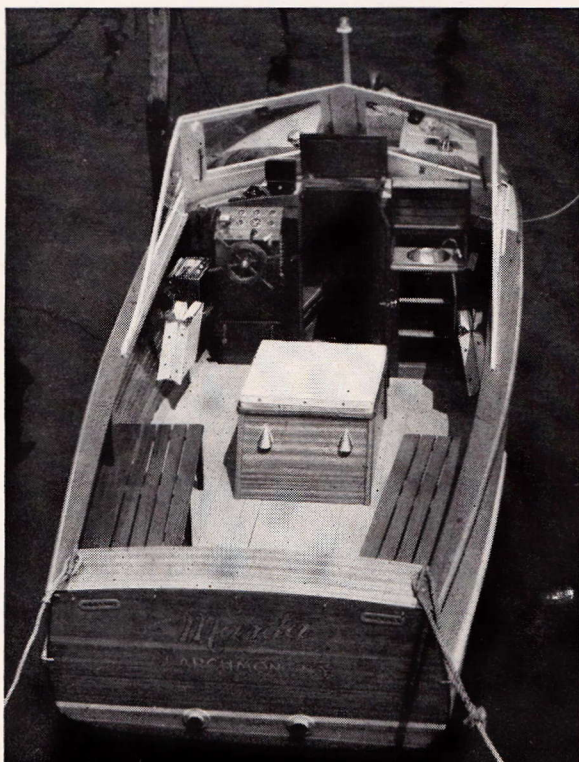
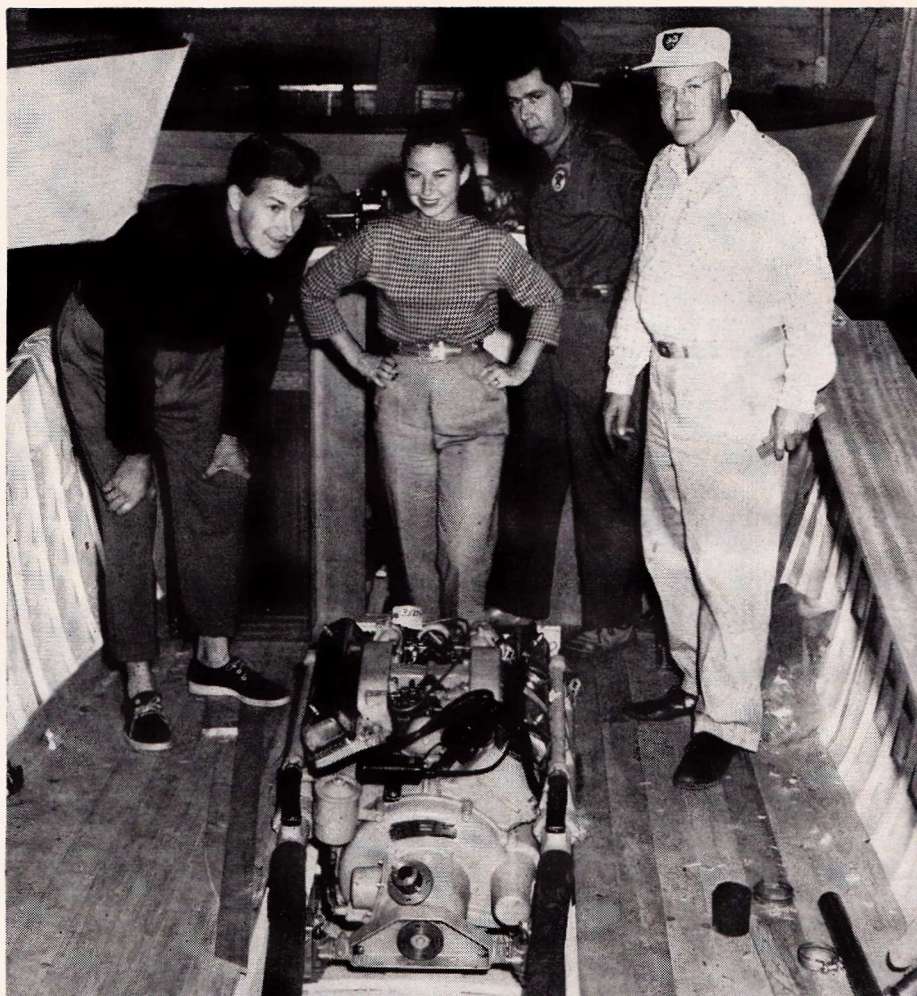
The Zobel yard has been one of the important builders in the sea skiff field since the 1920's, developing a type widely known for a combination of strong construction and speed. Sarpolus bought the yard two years ago and kept the design except for a few changes. His chief contribution



A pair of folding benches, running fore and aft along each side of cockpit, plus forward seats, are a Shriner innovation.

The Manta's many special features offer sure proof that a boat can be tailored to suit individual tastes

The man who built the Manta, Frank Sarpolus, (right), his helper, and the Shriners, check lightweight Dearborn Interceptor 215 h.p. V-8 engine replacing, at Herb's request, the conventional 125 h.p. installation. In interior view (below) convenient arrangement of equipment is apparent. Cockpit, free from clutter, allows plenty of space for skin diving operations, which are often part of the Shriner family's fun afloat.



for "commuter" use out of his waterfront home, space for family recreational trips, plus offshore ability and seaworthiness for sport fishing and skin diving, two hobbies he pursues diligently.

Actually he wanted more speed than the 21 m.p.h. provided by the conventional 125 h.p. installation called for in the boat, and halfway through construction he decided to use the new lightweight Dearborn Interceptor 215 h.p. V-8 engine. Sarpolus had to figure out the installation without benefit of water tests and it involved ticklish questions of weight balance and hull form. Some builders have broadened and flattened stern sections on similar boats before installing an Interceptor, but the only change made in "Manta" was to cut away the skeg slightly to get more flow of water to the wheel.

The balance problem for keeping the boat level at high speeds was solved by moving the gas tanks from their usual place under the transom. Long narrow "wing tanks" in the cockpit sides abeam of the engine were used, which also freed the space at the transom for storage of skin-diving equipment.

The first chance to clock the new rig did not come until the morning of delivery day. Sarpolus rose early and slipped upstream with "Manta" to the measured mile on the Navesink River, where she clocked out at just over 30 m.p.h. on several runs. The ride was remarkably quiet, and as level as on models with the conventional installation. Shriner had the speed, riding qualities and performance he wanted.

These matters were the province of professionals, but the rest of the boat is a reflection of the thought Herb and his wife have put into her for their own special needs. All the features of the cockpit layout and color scheme are their ideas, after long hours of pouring over sketches, color cards, and material samples, and many trips to Sea Bright.

"Manta's" color scheme is highly original. In its own dramatic effect it fits in with the flash of her performance. The underbody is Mercop copper and the topsides light gray, set off by orange-buff boot top and deck. The extra-height windshield is white, fitted with blue canvas top and curtains. There is no exterior brightwork, but some is used for cockpit trim, the wooden "ship's wheel," and control panels.

She will be largely used for daytime operation, and the layout has been planned with that in mind. Under the fore-deck there is the conventional two bunks and a head, with

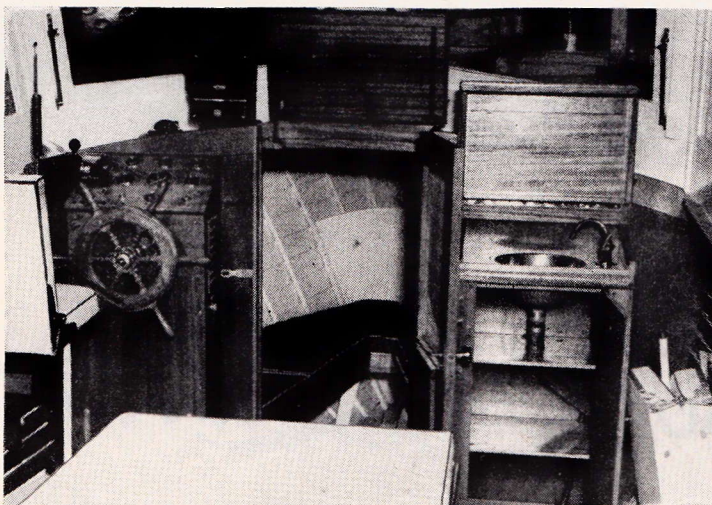
no Shriner-inspired changes in the cabin, but the cockpit is another highly individual feature.

The control position, with folding seat, is to port, with Munston ship-to-shore telephone and Raytheon depth sounder right at the helmsman's elbow. To starboard of the cabin door is a special combination sink-bar-washstand with folding top. This was Pixie's own solution to the problem of taking care of growing youngsters aboard, plus occasional entertaining, without having to bother with a full fledged galley. It is very convenient and handy, yet unobtrusive.

The V-8 Interceptor makes a compact installation. The engine box takes up less room than would be required by more conventional power plants of half the horsepower, and the motor is easily accessible for work when the box is removed.

Aft of the engine box, the Shriners worked out an unusual arrangement to suit their own needs. When they have

Special combination sink-bar-washstand with folding top (right) is another Shriner touch. It eliminates necessity of a full-fledged galley, yet is adequate for the needs of guests and growing youngsters. Below, Manta skims over home waters which she may soon leave for a cruise to Florida Keys and the Bahamas. Fishing in southern waters is on the Shriner agenda if his TV schedules allow.



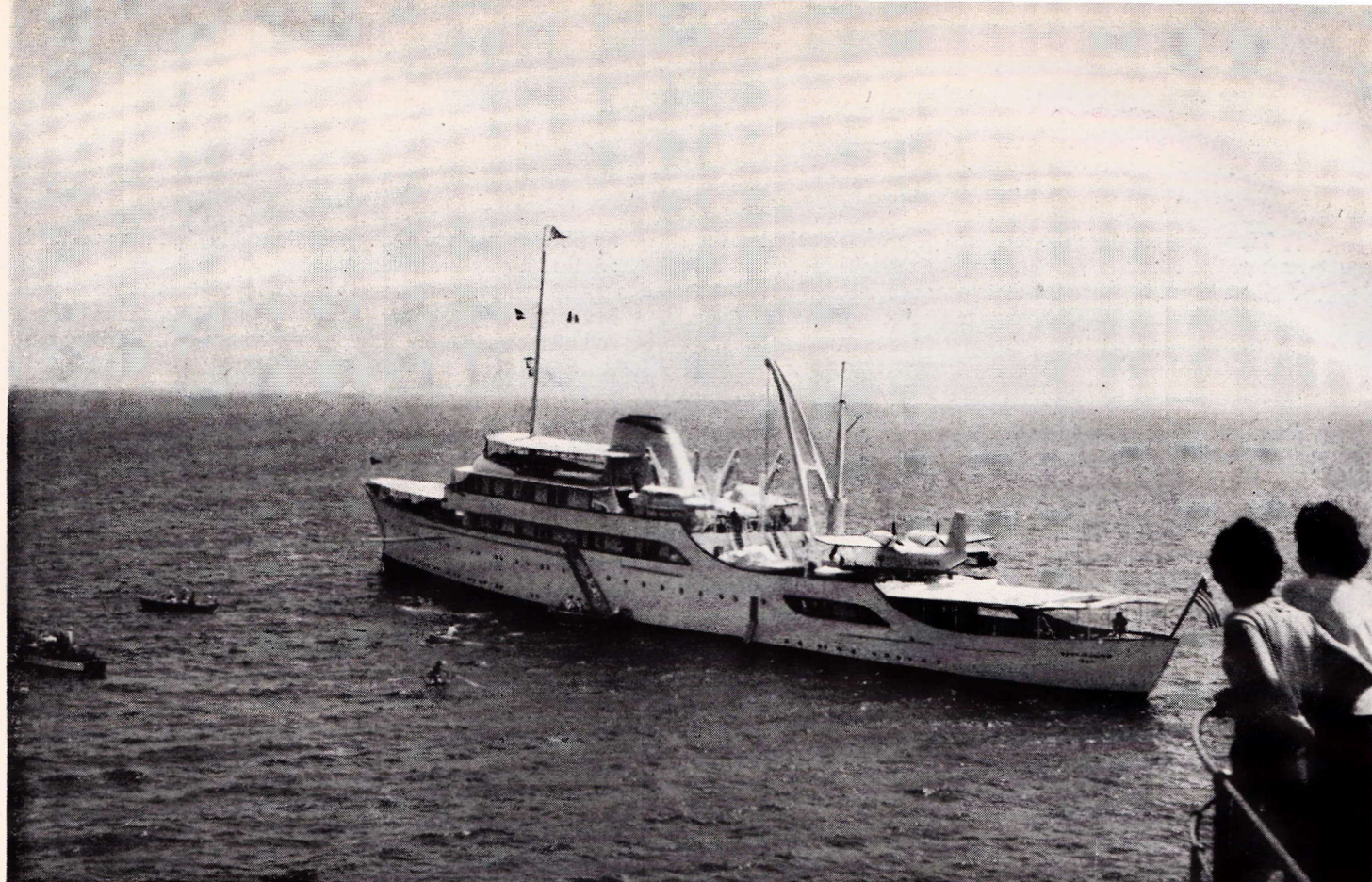
the children or another couple aboard for an occasional overnight camping trip they want a couple of cockpit bunks, yet the area should also be free from clutter when skin-diving operations are underway. The solution to this is a pair of folding benches running fore and aft along each side of the cockpit from the transom forward. They can be used as day benches, outdoor bunks or fishing seats, but they can also be folded flat against the bulkhead when not in use, so that the full space is free and open.

Though not primarily intended for fishing, "Manta" is fitted with rod holders and has an excellent layout for anything short of high pressure big game fishing requiring fighting chairs.

Shriner plans to use her around the Sound, where he can visit waterfront friends in 10 minutes instead of taking several times that long by car. With her speed, she can make spots like Block Island or Nantucket in an easy run, with the rough water ability to take care of any weather changes that could develop during the trip. She can take any offshore conditions any boat her size can handle, and then some.

His plans also include possibly shipping her South for winter-time use in the Florida keys and Bahamas for skin-diving and fishing operations.

For her size, "Manta" has great versatility and scope. She is an interesting reflection, in her many special features, of her owners' practical knowledge of how a boat can be adapted to individual needs.—BILL ROBINSON



THE WORLD'S MOST

Luxurious Yacht

THE most luxurious big yacht afloat today is the 1,800-ton, 322-foot Christina, owned by Aristotle Socrates Onassis, a 50-year-old Cosmopolitan of Greek parentage who is reputed to be worth upwards of \$300 million. Onassis, who owns 1.3 million tons of shipping, a prosperous tobacco business in the Argentine, homes in New York, Paris, Antibes, Athens, Buenos Aires and Montevideo, the Greek flag airline (TAE) and, substantially, a good part of Monte Carlo, has been quoted as saying, "My vocation is to be rich."

Sleek and utterly streamlined, the yacht Christina was evolved from the Canadian destroyer escort Stormont, built in Montreal in 1943. The Stormont, a bargain postwar purchase by Onassis, was stripped down to hull and dual steam turbine engines in the Howaldtswerke yards at Kiel, Germany, and rebuilt—at a cost of \$2.5 million—as the most modern, most elaborate and most expensive yacht of the postwar era.

Powered by twin Vickers-Armstrong reciprocating engines which produce 5,700 horsepower, the Christina can cut water at a neat 20 knots. Should this be too slow for owner Onassis, there is a Mercedes super-speedboat on board that will do 60 m.p.h., and an Italian twin-engine amphibious plane capable of 200 m.p.h. There are also eleven lifeboats and a six-ton sailboat complete with transmitter and refrigerator.

Provided as she is with the latest British radar gear and high-precision navigation equipment, as well as a telephone

system able to communicate with any city or ship within 5,000 miles, the Christina is so mechanically perfect that the greatest challenge to the man on the bridge is to push the right button.

Onassis likes a yacht that is as comfortable as a home and as well run as a de luxe-class hotel. The fully air-conditioned Christina is all of that. Staffed by a crew of 48, her sailors and engine-room personnel are the pick of the 1,000 men who served on Onassis' 16-vessel whaling fleet, recently sold to Japanese interests for \$8.5 million; stewards, kitchen and other service personnel are all hotel-trained and outstanding in their professions.

Impressive as she is as a ship, it is the interior of the Christina that is her real distinction. Decorated by Onassis and his pretty 27-year-old American wife, Athina, the fittings of the yacht are the last word in plushy elegance, with many of the accessories being favorite possessions of the Onassises that came from their principal residence, the palatial Chateau de la Croë, at the tip of Cap d'Antibes on the French Riviera.

The owner's spacious four-room suite occupies most of the bridge deck. The master bedroom, simple, yet worthy of a royal palace, is flanked by a dressing room and an ornate, marble bathroom that contains such fixtures as gold-plated, solid-silver faucets cast in the shape of dolphins, and a sunken, mosaic-lined tub.

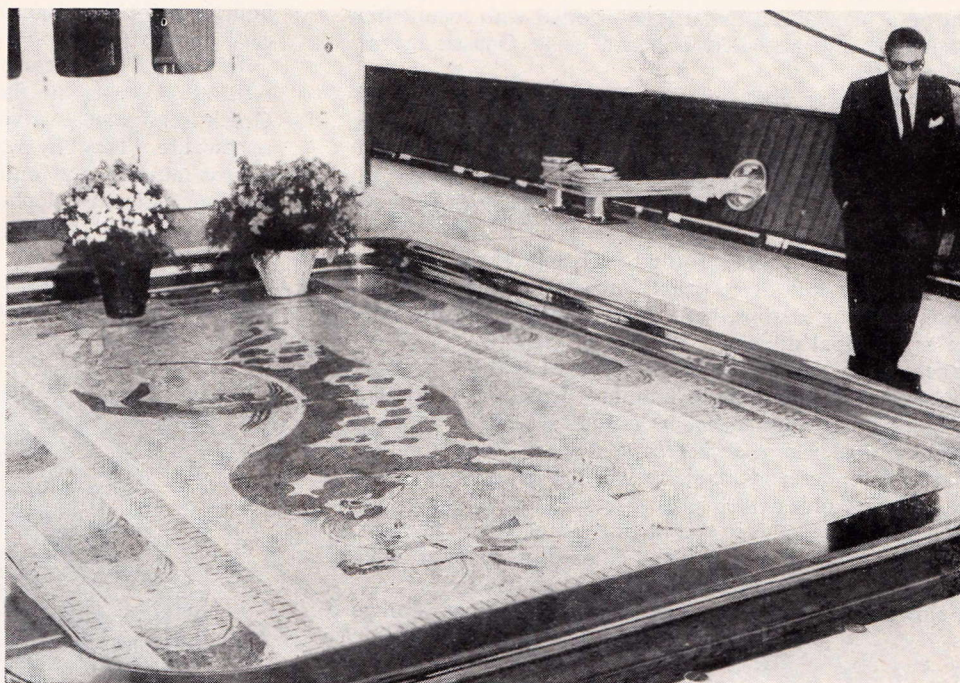
Onassis' favorite room is his beamed-ceiling den or game room, a comfortable room paneled in teak, with a working

If you had \$3,000,000 to trade in
with your present boat—
here's what you might buy

By FRANK KILBURN COFFEE

Experienced editor and journalist

Christina lies at anchor, left, the most modern and elaborate, as well as the most expensive postwar yacht afloat. A reported \$2.5 million went into her conversion from a 322' destroyer escort. She has a speedboat tender aboard that can do 60 m.p.h. and a 200 m.p.h. seaplane on the after deck. At right, recessed in the deck, is bright mosaic-tiled dance floor that, at the touch of a button, lowers 9' to turn into a luxury swimming pool.



Engraved whale teeth form the foot and hand rests of the bar. Owner Onassis watches tiny mechanical ships sail under bar's glass top.

fireplace and considerable Chinese bric-a-brac from the Onassis' collection. Hanging over the desk where Onassis often works through the night when he is living on board ship is a magnificent painting of the Madonna by El Greco, one of the many art treasures decorating the vessel.

The master drawing room, done in ecru and deep rose, runs the width of the bridge deck and is relaxingly furnished with well-spaced groupings of deeply upholstered sofas and easy chairs made especially for the yacht.

A hall behind the drawing room leads to a broad spiral staircase serving three levels of the ship. You get a sense of great spaciousness ascending or descending the staircase, much as you would on the staircase of a large, turn-of-the-century mansion.

On the main or guest deck there are two lounges, separated by an antique Japanese lacquered sliding door that can be operated mechanically. The main lounge is decorated in cream and yellow. One of the many "knick-knacks" in this room is a jade Buddha—valued at \$25,000—that moves its head and arms to the rolling of the ship. Another item is a specially-mounted phonograph that automatically adjusts to the rolling of the ship so the turntable is always level.

The back lounge is a paneled, baronial-styled library or smoking room, one wall of which is movable to give access to the swimming-pool and deck area.

Next to the smoking room is a cozy, oak-paneled bar-room decorated as an old sailor's haunt. Drinking guests



can sit around a semi-circular bar on stools covered with soft white leather from the underbelly of the whale. Foot rests, attached to the rope-wound shafts of the bar stools, and hand rests, mounted along the top edge of the bar, are ivory whale teeth engraved with episodes in the life of Ulysses, the first great Greek seafarer. The glass top of the bar discloses a fleet of tiny, ancient and modern ship models. Touch a button and the ships go sailing by (drawn by electro-magnets). Among these ships are a tiny basket which flies a flag inscribed, "Moses—the first ship-owner"; the caravels of Columbus; the Mayflower, and the most up-to-date yacht of all—the Christina herself.

To one side of the bar is a large-scale wall map—parchment on a magnetized metal base—dotted with metal ship models showing the whereabouts of every Onassis tanker and freighter.

There are eight guest suites on the Christina, each named after a Greek island and only slightly less luxurious than the master's own quarters. There is a suite, too, occupied by the Onassis children: Alexander, 8, and Christina, 6. The walls of their playroom are decorated with gay frescoes by Ludwig Bemelmans.

Decorating the yacht's formal blue-and-crimson dining room are four murals by the French artist Vertés, representing the four seasons, with "Tina" Onassis and the children as principal subjects.

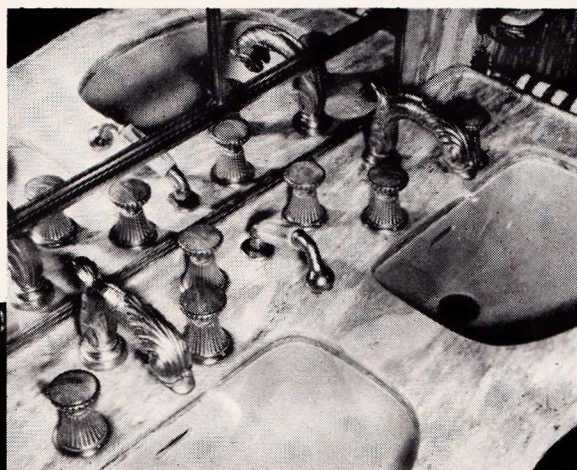
Recessed in the afterdeck of the vessel is the swimming pool, with a bright mosaic bottom—depicting a Minoan bullfighting scene—that can be raised to serve as a dance floor or provide more deck area as needed. Press a button and the floor descends again to shallow paddling-pool or nine-foot swimming-pool levels. Jets at the sides cascade water into the pool and aerate the water when the pool is full. Press another button and colored underwater lights turn the filled pool into a shimmering rainbow.

Below deck are the crew's quarters, the kitchens, storage

Born in Salonika, Greece, in 1906, the tycoon-to-be was raised in the Turkish city of Smyrna, where his father was a prosperous tobacco merchant. In 1919, the Onassis family went from riches to sudden rags when they were caught up in the Greco-Turkish War. Three years later, after Kemal Ataturk had put the Greeks to rout, and Aristotle had seen three of his uncles put to death by hanging, the surviving members of the Onassis family were reunited in Athens. A family conference decided that 16-year-old Aristotle should emigrate and seek his fortune under more favorable conditions than were prevalent in Greece at the time. As the Greek Government refused passports to the Smyrna refugees, the emigrant's choice of destination was limited to the few countries whose immigration laws were easy to satisfy.

In 1922, homeless, stateless, and nearly penniless, Aristotle Onassis, in the company of a thousand other Greek immigrants, arrived by ship in Buenos Aires to start a new life. The boy was personable and aggressive and almost immediately found work with the local affiliate of the International Telephone and Telegraph Company. His work consisted largely of soldering two pieces of wire together.

To improve his Spanish, Onassis took a job as night operator at the telephone exchange. Since they were



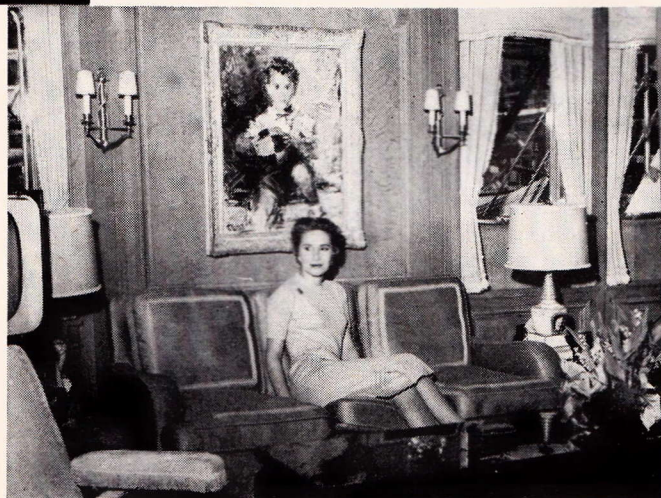
Though only gold plated, the dolphin-shaped water faucets are solid silver underneath. The fixtures are part of a marble bathroom, adjoining the master bedroom and dressing room, that contains a sunken mosaic-lined tub. Seated, below, in the master drawing room is attractive Mrs. Athina Onassis, who, with her husband, has decorated the ship's many staterooms.

and supply rooms, and a modern, fully-equipped surgery ready for any eventuality.

Since her maiden voyage from Kiel to her home port of Monte Carlo in the summer of 1954, the Christina, which "for convenience" sails under the single star and stripes of Liberia ("The poor man's Stars and Stripes," Onassis tells visitors to his luxury craft), has kept almost exclusively to the Mediterranean and can be found more often than not anchored off Cap d'Antibes or dominating the small harbor at Monte Carlo.

Such is the yacht Christina, the joy and, periodically, the peripatetic headquarters of the peregrinating Onassis. But what of the man Onassis?

Aristotle Socrates Onassis ("Ari" to his friends—and detractors) likes to describe himself as "the original DP."





Lit up at night, the Christina resembles a floating palace—which it is. Hundreds have attended parties aboard.

switching to dial phones, he didn't have to know Spanish very well to do the work. But, by listening in on the conversations, as he recently explained, he was able to pick up the language quickly. And, by working nights, he had the days free to engage in other enterprises.

Onassis' father still had widespread connections in the international tobacco business, and his son was encouraged to set himself up as a tobacco importer. By sleeping only three hours out of 24, and keeping his eyes open the rest of the time, he soon found a market for the Near Eastern tobaccos which his father had dealt in.

By the time he was 24, Onassis had become a highly successful importer-exporter—bringing tobacco into Argentina and exporting Argentine grain, wool and hides—and was well on his way to his first million.

Impressed by this record, the Greek Government, which eight years earlier had denied the young man citizenship, commissioned him to negotiate a trade deal with Argentina, later rewarded him with an appointment as honorary consul general in Buenos Aires.

Late in 1931, with most of the world in the depths of a depression, the prospering Onassis learned that the Cana-

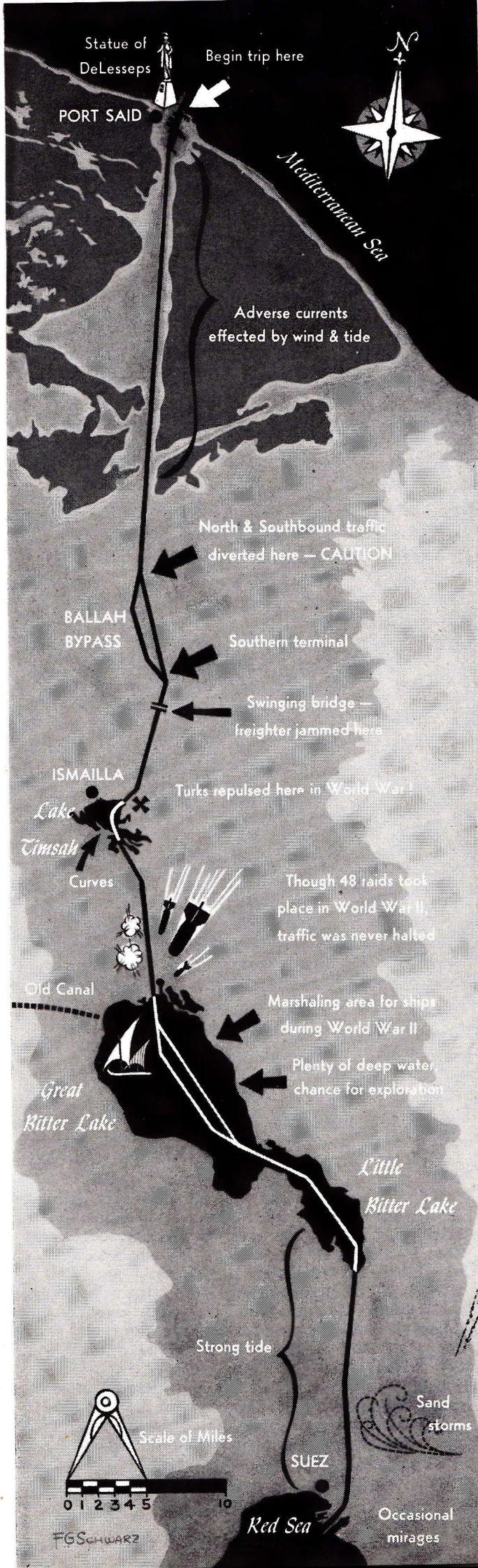
dian Steamship Lines had been forced to put some 30 freighters up for sale in Montreal. These were ships that had cost \$2 million each to build less than a dozen years before. Now they were on the market for \$20,000 apiece. Onassis formed a syndicate with a few of his Greek friends and bought six of the ships.

Shipping had always held an attraction for this son of Greece and he now began to think more and more in terms of shipping. By 1936 Onassis was making enough money from his small fleet to order his first oil tanker, a 15,000-ton vessel, built in Sweden.

When World War II broke out Onassis was able to put a tidy fleet of tankers and freighters at the disposal of the Allies—and made impressive profits at wartime cargo rates. He came out of the war worth a conservatively estimated \$30 million.

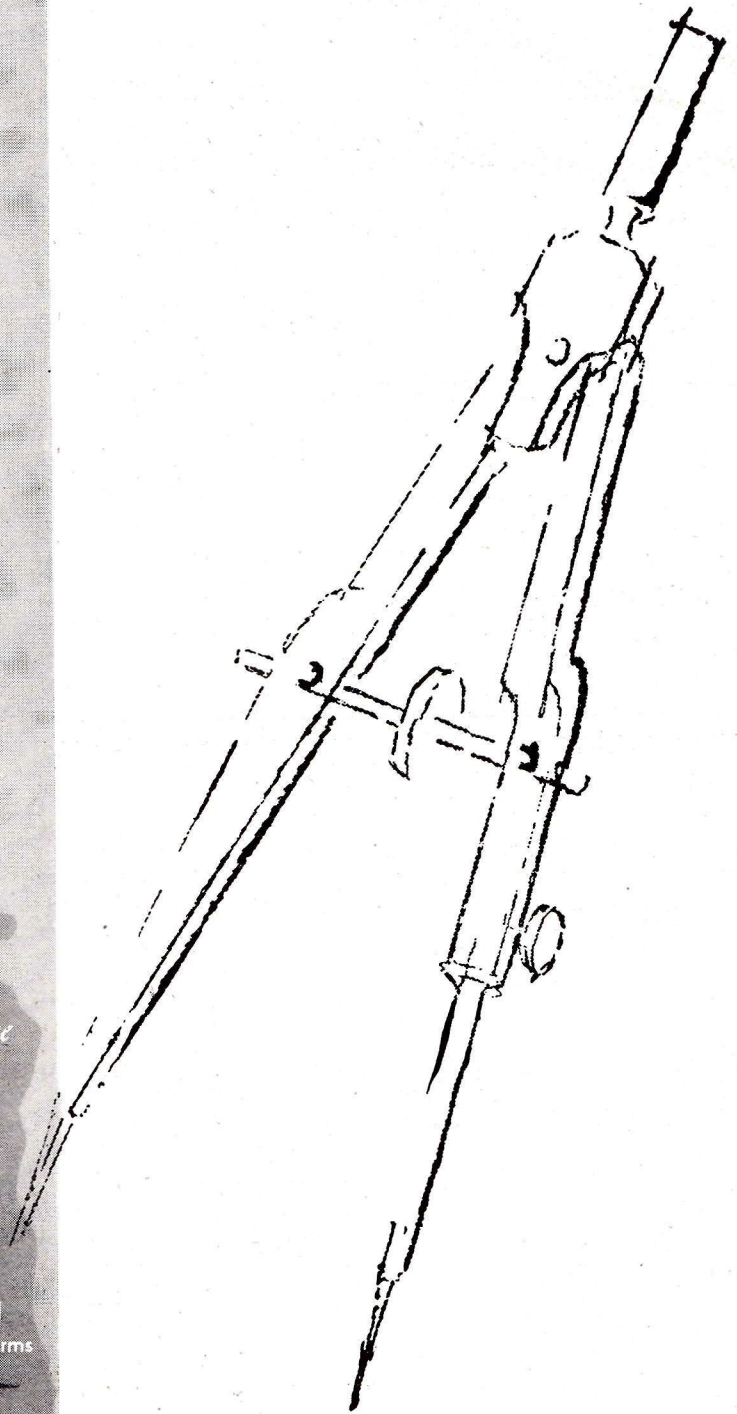
Onassis was one of the few shipowners to foresee the great postwar need for tankers to meet the increasing demands for oil in the improving world economy. His was the first postwar order for tankers in the United States: six 28,000-ton tankers at a total cost of \$34 million. Later,

(continued on page 68)



Built in 1859-1869 near the site of the long forgotten original canal constructed by the Pharaohs 1200 years B.C., the Suez Canal is still making momentous history. At left is the winding route the boatman takes from Mediterranean through to the Red Sea.

could you



This voyage of 105 tortuous miles would test your boat, your navigating, and your boat-handling ability

By **SAM CROWTHER**

Writer for the New York Journal American

PILOT THE SUEZ?

THE Suez Canal, nationalized last summer by Egypt's President Nasser in a move which touched off a major international crisis, would offer a real test of seamanship for the small boatman. Yacht owners as well as steamer captains report it a true challenge.

Passage through its 105-mile length—eliminating the long and tedious sea-route around Africa—takes the boatman through the heart of a unique desert civilization, carved out of what once was a parched lifeless waste.

When the "Big Ditch" was opened in 1869, a new era was opened for the Mediterranean, setting the stage for its transformation from an inland sea, which had gradually declined in importance since the days of the Roman Empire, to a great ocean, a thriving center of world commerce. By saving 5,000 miles in the passage from London to India, it soon became the world's greatest shipping artery.

As the small boatman approaches the canal from the Mediterranean, his first sight is, appropriately enough, a huge statue of de Lesseps, commanding the harbor of Port Said.

Here you pick up buoy No. 6 at the north end of the west breakwater and follow the channel markers approximately two miles to the Outer Basin. This lies on your port side and you turn in just before the monument appears abeam. You must be sure to stay in the channel. Shoal water extends from the breakwater to buoy markers . . . as shallow as three feet.

After anchoring in the Outer Basin, wait for boarding by Egyptian authorities. Under the local law, a medical inspection is required for every vessel entering port before communicating with the shore. You will be informed when a pilot will be available. This service is furnished without charge. There is also no charge for passage through the canal itself, as vessels under 300 tons are exempt from paying tolls.

For ships over the minimum, the rate is 97½ cents a

ton "for laden ships" while vessels in ballast pay only 44½ cents. For a T-2 tanker the bill for the round trip runs to about \$7,600.

Rowing ashore in your dinghy, your next step will be to visit customs and immigration authorities and fill out the somewhat lengthy forms. Because of red tape involved here, it is advisable to make arrangements in advance for an agent who will greatly expedite the formalities.

You may want to stop off for a day or two for a visit. Port Said, a crowded city of over 100,000, was built especially for the needs of the Canal. The most convenient spot to lay over is the Cercle Nautique—a yacht club that is happy to extend courtesies to a visiting boatman.

Advice to those interested in sight-seeing comes from Captain Thomas P. Kennedy of the Grace Lines, who has passed through the Canal 20 times since he first went to sea in sailing ships over 40 years ago.

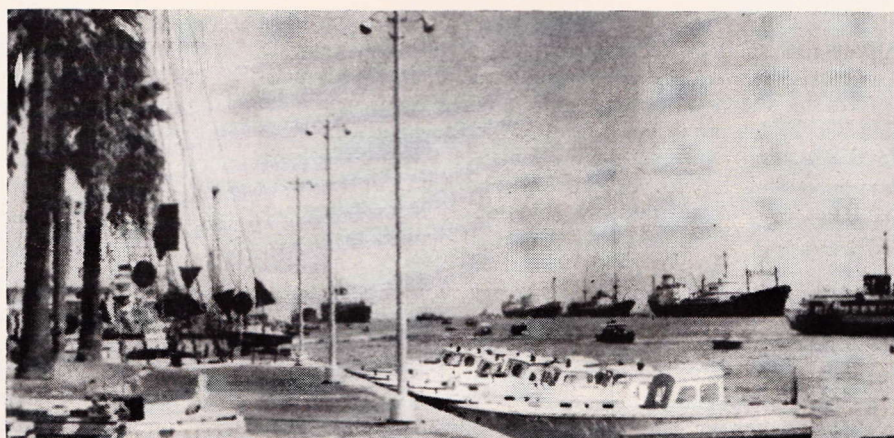
"Get a local guide, as he'll save you money and keep the beggars away. Also don't sign any chits. You're liable to find the amounts altered and your boat impounded until you pay up."

During your stay in port you learn something of the romantic background of the Canal—a story that begins more than 3,000 years ago. In the 13th century B.C. Ramses the Great dug the first waterway linking the Mediterranean with the Red Sea, the first known canal in history. Seven centuries later the Pharaoh Necho attempted to restore it. In the process, 120,000 slave laborers perished in the desert heat.

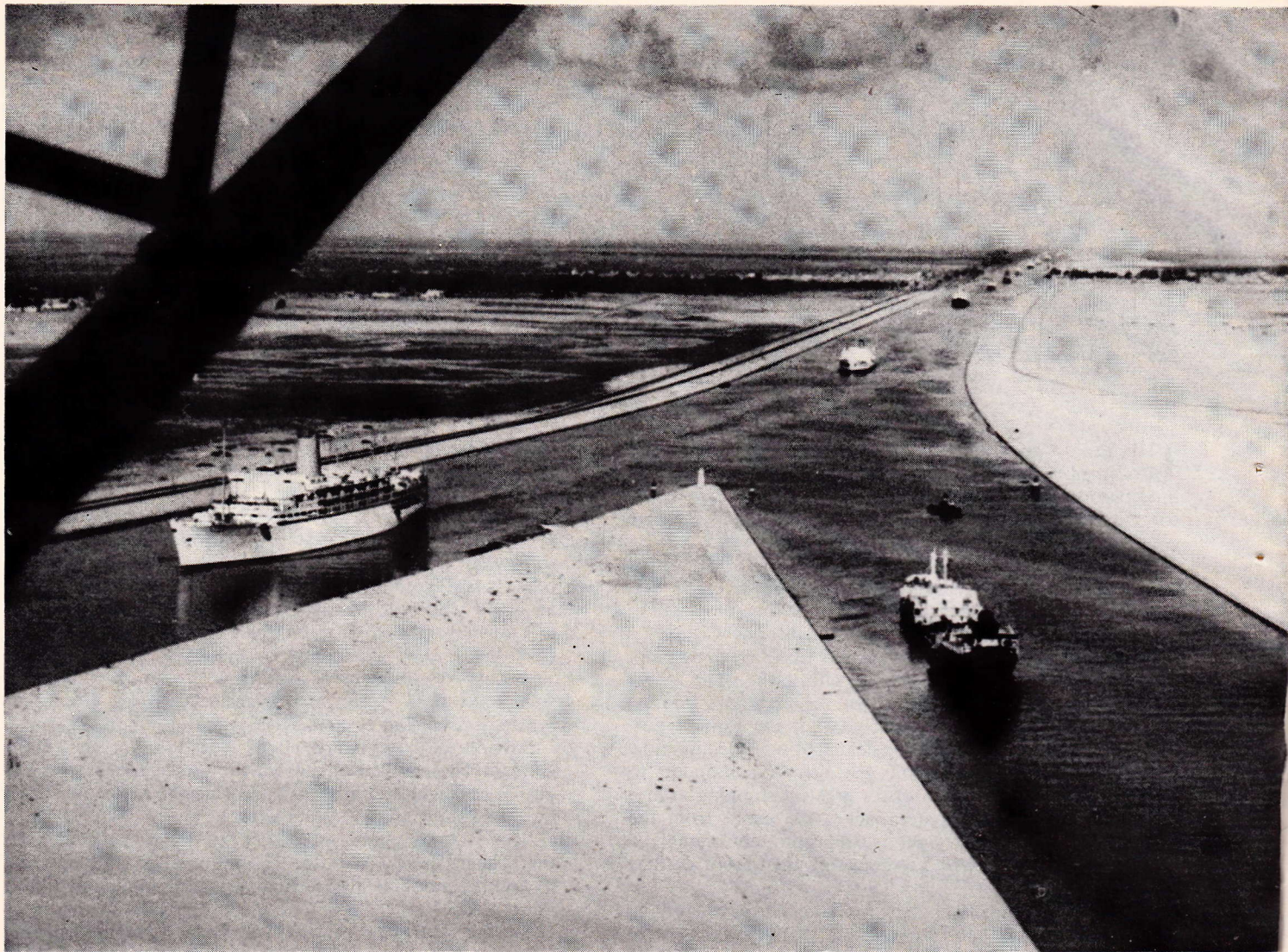
The "Canal of the Pharaohs," as it became to be known, was really a sort of artificial branch of the Nile. It was a man-made ditch bringing water from the Nile to the Great Bitter Lakes, and from there to the Red Sea. This canal enabled the little sailing ships of the ancient world and later the Roman triremes to use an all-water route from the Mediterranean to the Red Sea. It was in use off and



Native Dhows and Feluccas still sail the canal as well.



With markers, at left, hanging ready to signal ships, the last convoy before Egypt took control prepares to leave Port Said.



At the Ballah Bypass, loaded southbound ships, left, travel with the current while northbound wait. Aerial photos are now forbidden.

on for about 2,000 years. Through lack of dredging it gradually filled up. The end came in 776 A.D. when Arab invaders seized control of Egypt. They closed it up, once and for all.

Nothing was done to pierce the Isthmus until 1798 when the great French general Napoleon Bonaparte invaded Egypt. His engineers made a survey, but reported that the land of the Red Sea was several feet higher than the Mediterranean, and linking the two bodies would cause a tremendous flood.

This belief prevailed until 1853 when a new engineering survey proved it to be a fallacy. The following year de Lesseps, a former French consular agent at Cairo, petitioned the Viceroy of Egypt, Mohammed Said, whom he had befriended many years before, for the exclusive rights to dig a canal through the Isthmus of Suez. A private company was set up. Its charter provided for freedom of navigation, at all times, for ships of all flags. Construction was started in 1859 and the canal opened ceremoniously on Nov. 17, 1869.

In preparing for your canal passage, you should figure on at least two days actual traveling with a stop-off at Ismailia—the half-way point, Captain Kennedy advises. While in Port Said, check carefully on stores, your water supply, and especially the engine. If your boat is a ketch, cutter or schooner, you will be required to use your auxiliary all the way. Be sure it is in order. Speed limit is $7\frac{1}{2}$ m.p.h.

Regulations also require that sailing vessels have their

yards braced forward, their jib-booms run in, and booms obstructing the view forward lowered.

In addition, it is necessary that you have on board two lines fore and aft, ready for instant use in tying up on route. Mooring bollards are provided for this purpose about 80 yards apart along both banks.

It is advisable to provide yourself with "Sailing Directions" for the canal as published by the U. S. Hydrographic Office. The charts you need are H.O. 2431, 2432 and 5435.

International Rules of the Road prevail as in all seas throughout the world.

Having taken aboard necessary stores and obtained "pratique" (official permission to proceed) you are now ready for your pilot. Once he arrives you are ready to cast off. But be sure you don't keep him waiting . . . there is no better way to make yourself persona non grata with the canal officials. These pilots carry a V.I.P. status and make as much as \$14,000 a year. So difficult is the job of taking a ship through the Canal that the Compagnie Universelle du Canal Maritime de Suez (the "Big Ditch's" official name) has always had to enlist pilots from the pick of the world's mariners. You must hold a master's license and have had at least ten years at sea.

The first thing you must know about your pilot is that he acts as an advisor. He does not take the wheel except in an extreme emergency. You retain responsibility for your boat and its safety. However, when he tells you to do something, do it and ask questions later.

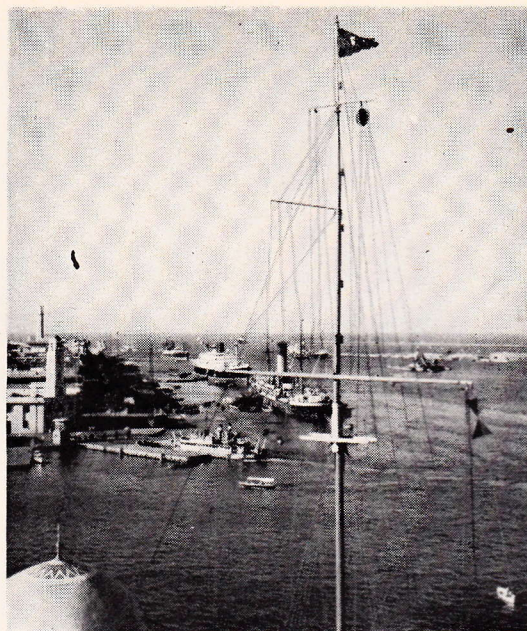
One of the first things learned from your pilot is that

a big ship's fancy often turns to "skidding and squatting." As the water is compressed between the ship's sides and the canal's banks, any slight change in course can cause sharp reactions and it sometimes happens that your ship is pushed against the very bank it tried to avoid. Steering to starboard, when you want to turn your ship to port, is one of the tricks of trade that must be employed.

On its surface the canal does not seem treacherous at all with its calm waters, gradual curves and absence of locks. Yet traffic is so heavy and dangerous that ships will deliberately run aground rather than risk collision with another ship. Boats entering may be found at first to steer badly; if so, the speed should be adjusted (probably reduced) to that which is suitable.

Your pilot will instruct you to keep a close watch of the 12 signal stations along the banks. Sample signals are: three cone shaped signals pointed up—"Stop Immediately"; four cones pointed up, "Reduce Speed, Convoy from the South."

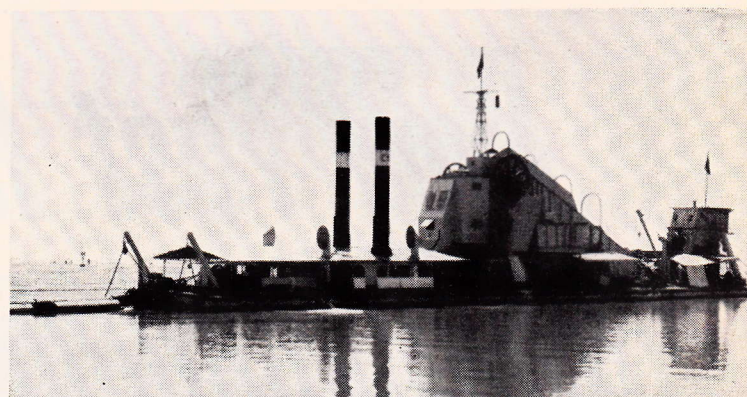
The first leg of the journey is from Port Said to El Qantara, a distance of about 24 miles. The canal runs



Signals hung high on this mast indicate when a southbound convoy may proceed.



This was once a rough region and the British ran a fully armed "anti-thug patrol" as shown at Port Said harbor above.



Dredges are constantly at work to maintain the controlled depth of 37 feet. Four times original earth has been removed since 1869.

through what formerly was the bed of Lake Manzala. On the eastern side this lake is now a dry, flat, sandy plain, scarcely higher than the level of the canal. The western side is slightly lower and receives the waters of the Nile through various channels.

Along the west bank you will sight the "Sweetwater Canal" which brings in water from the Nile. This runs all the way from Port Said to Suez. It had to be built before the "Big Ditch" itself to provide water for De Lesseps' huge army of workers.

A few miles below El Qantara you approach the Ballah bypass which serves like a railroad siding. Customarily, ships heading north have the right of way, steaming straight through without halting because most of them are heavily laden. Southbound convoys pull into the mile long bypass, waiting until the northbound ships have passed. Below Ballah the terrain begins to change, the flat desert rising into rolling sand dunes. This is one of the most difficult parts of the canal to traverse.

At Lake Timsah—one of four lakes which were dredged to form the canal system—you arrive at the half-way point through the Isthmus. Here with a drink and a farewell you part company with your pilot.

Ismalia, with a population of 25,000, lies on the north-western side of this three-mile long lake. It was the headquarters in Egypt for the since nationalized Suez Canal Company. There is a fine yacht club here. If you care to, you can leave your boat for a few days and take a side trip by rail to Cairo.

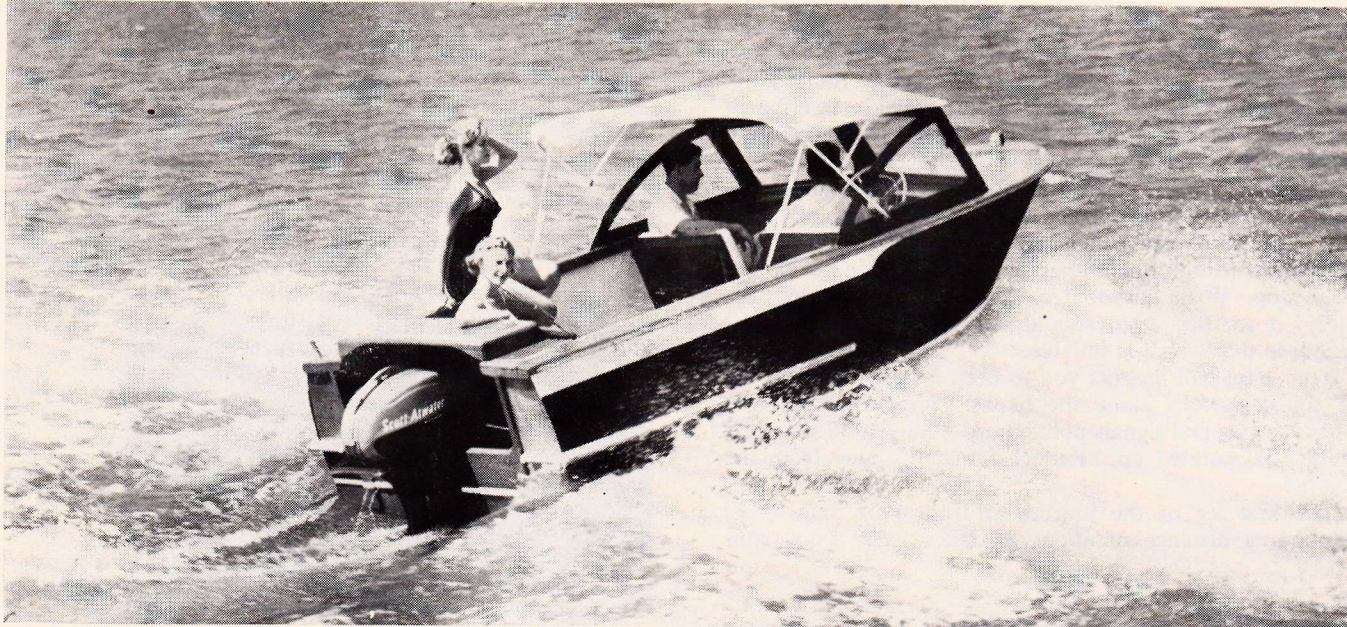
Taking on your pilot for the second half of your journey, start southward again. On the west bank of the lake, you sight the impressive Gebel Maryim war memorial, commemorating the defense of the canal against the Turks in World War I. From Lake Timsah to Great Bitter Lake the canal tends to the southeast. You pass through several lagoons, to the curve at the Tusun signal station where the banks are much elevated from dredged material.

The canal then turns southward and runs for a six-mile stretch to Le Deversoir signal station at the entrance to the Bitter Lakes, which occupy a depression connected with Suez Bay in ancient times. Moses led the tribes of Israel through the Red Sea somewhere in this area.

The Bitter Lakes together make up 19 miles of the canal. At the south end you pass the Geneffe signal and enter the final leg of the canal. This is the most treacherous section due to a strong tidal current. Boats with the current are usually given the right of way. The Red Sea can run as much as three knots at ebb and flow. One danger in the spring is the Khamsin wind which blows ships sideways with gusts of stinging, blinding sand, and cuts visibility down to nearly zero.

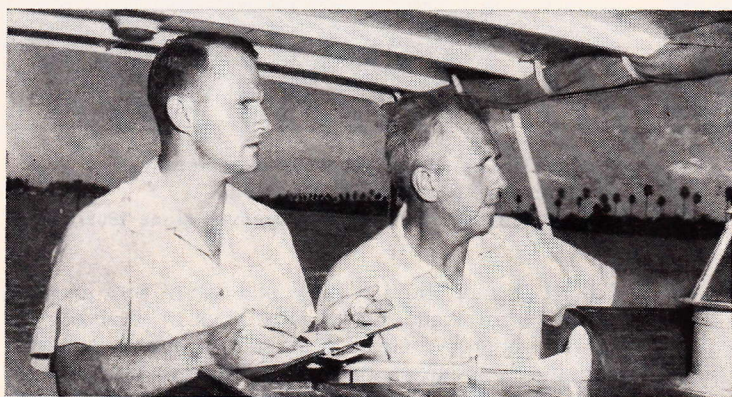
From Little Bitter Lake, the canal trends southward, nearly straight, for about six miles, whence it curves slightly to the eastward and again continues nearly straight for about five miles to Port Taufiq—the southern terminus of the canal. Here you drop your pilot.

And here, ahead, lies more adventure—the Red Sea, Arabia and the Indian Ocean.—SAM CROWTHER



For fine weather, knowledge of true speed makes it easy for the boatman to time his trip. But when bad weather strikes, the same information is essential because it enables the pilot to know when to expect a buoy or the shore at night or in a fog.

How Fast Is Your Boat?



While the author steers a straight course, his assistant uses stop watch and note board to click off and record time as ranges are passed.

By ROLAND BIRNN

Experienced practical boatman and writer

HOW fast is your boat? Too often the boatman's answer is to impress someone with a slower boat, or boost his ego, or help sell the boat, or maybe wishful thinking. And even if it is a statement made in all honesty, is it accurate and complete?

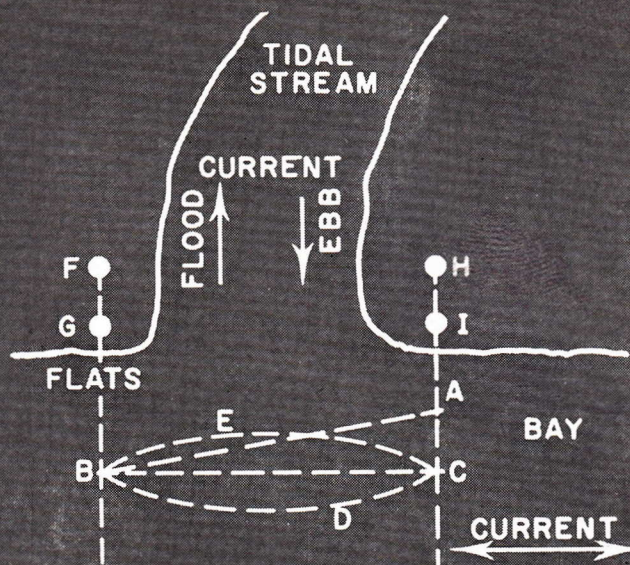
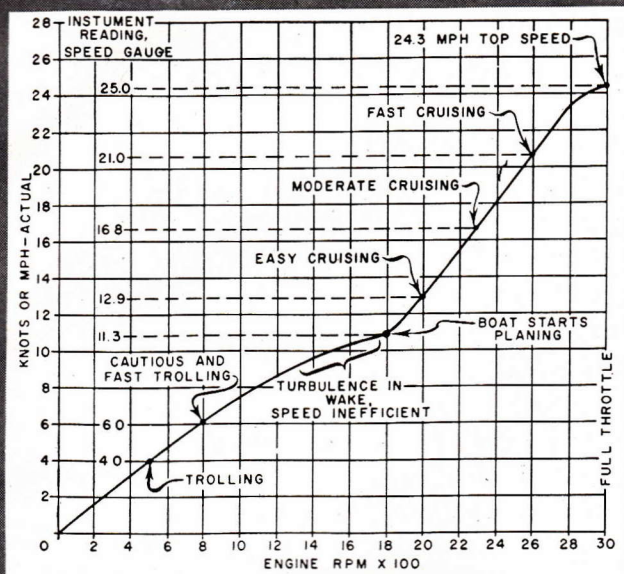
It should be more than a full throttle, top speed figure. It means the actual speed of your boat through the water, smooth or choppy, at various throttle settings or rpm's, and with your boat normally loaded. In a large boat, the runs should be made with the bottom in its normal condition. We're not thinking of the racing boat at this time. We're thinking of the boat out in a dense fog, or a blinding rain-storm, or participating in a predicted log race. Or when you try to determine the cruising speed that's most efficient for your boat, and pocketbook.

The simplest way to get your boat's speed is with a suit-

For accurate navigation
the boatman should know
his cruising and rough
water speeds—as well
as top speed he can go

able speed gauge properly installed. There are several makes, with dials in ranges suitable for everything from a slow sailboat or cruiser to the speedy racer. They are very good, and reasonably accurate. But many are not properly installed or maintained. Most large boats require a through-the-hull fitting that is subject to marine growth, grasses, barnacles or even mud effecting the accuracy of the gauge. Outboard models are usually the clamp-on type that go over the side or stern. They may be subject to the "drag" of the water along with the boat and so register low, or could be in the propeller slip stream of an outboard mounted in a well, and register high. The fault is not with the gauge, but the way it's mounted.

The taffrail log, with a towed spinner at the end of a braided line, registers its rpm's in speed and mileage on a dial on the boat's stern, but is used for coastwise and ocean



A speed curve similar to the sample shown above can be developed for any boat. Plot above was made from seven trial runs. Note speed when craft started planing action. Course should not be across current, right, but with it.

Some method to judge throttle setting is required for any measurement other than top speed. Speed gauges can be tested against actual timing over a measured distance. For recording a throttle setting with an outboard, a tachometer such as the Frahm vibrating reed model shown in use can be employed. This is held against the cowl and gives r.p.m. reading, as well as indicating motor's performance.



work. Although expensive, it requires constant checking to be sure the spinner hasn't been bitten by shark or barracuda and is free of marine weeds.

Boats without such instruments may be checked by runs over a "standard mile course" found along some waterfronts. They may also be checked with reasonable and practical accuracy between certain aids to navigation, although the "theory boys" may disagree on that matter. And speed gauges may and should also be checked against such time runs.

"Standard miles" may be established along any suitable waterway. Perhaps your local boat club, U. S. Power Squadron, Coast Guard Auxiliary Flotilla or the local authorities themselves have already established such a course. All such courses aren't good ones, however. A good course should be one where:

1. Any current is parallel to the course.
2. The course is a straight one.
3. It can be run at all tides.
4. Range markers ashore are easily visible.
5. A line between ranges, projections of ranges, and course run by the boat form a rectangle.
6. The range markers cannot be disturbed.
7. There is little traffic, or small boats at anchor, requiring the tested boat to slow down.

Make sure before you use one that you know whether it is a statute mile or a nautical mile course. Roughly, the nautical mile is 1.15 times the statute mile. If your local charts or maps are in statute miles, you'll have to convert the nautical mile course results. Or vice versa.

(continued on page 76)



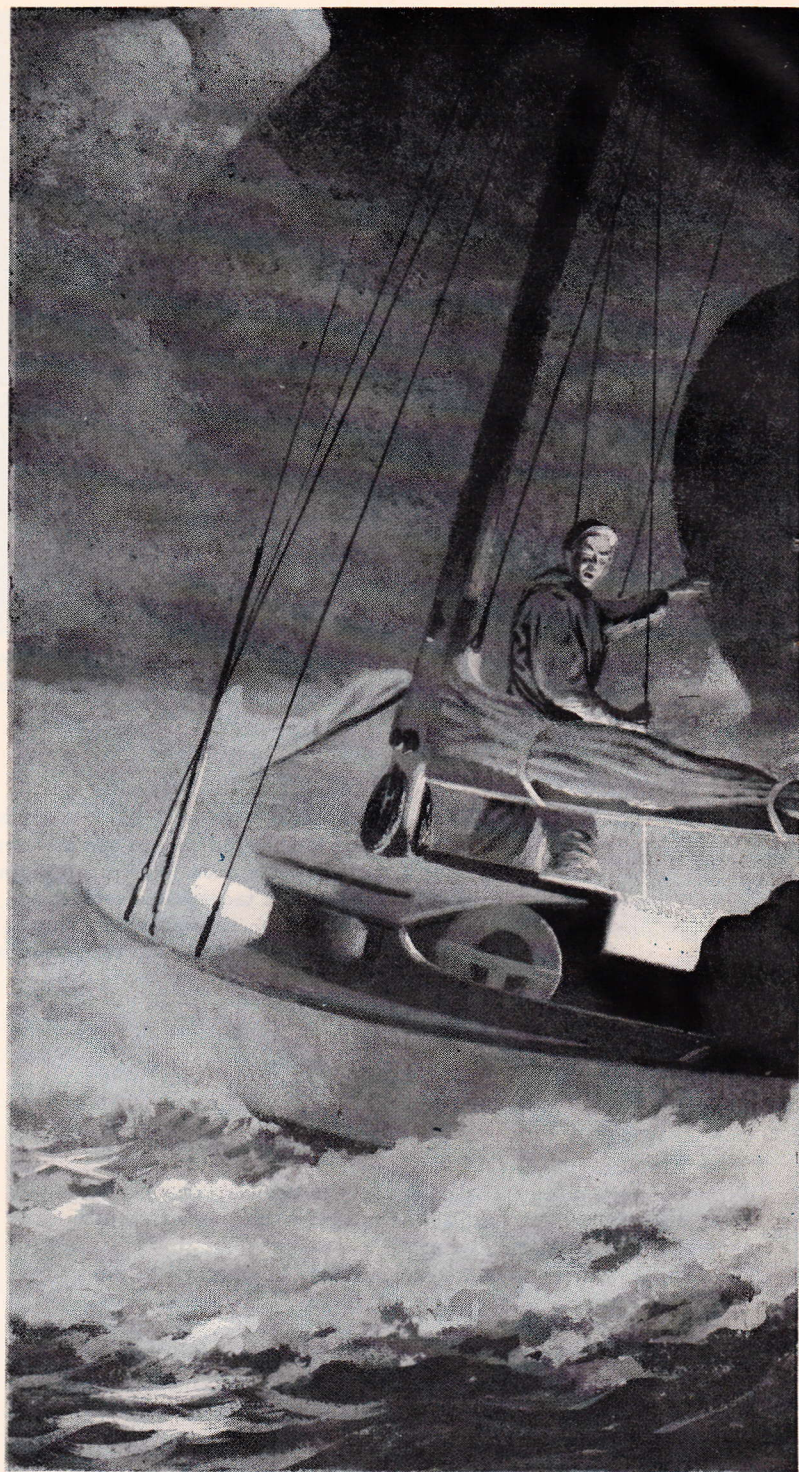
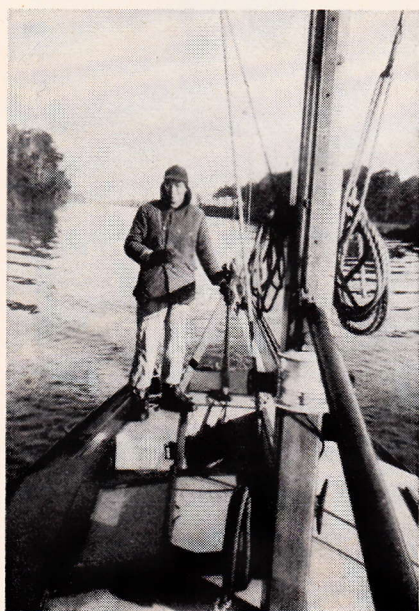
Range markers can be placed on beach so that sighting across them offshore will show limits.

DARK OF NIGHT

With dusk, tide and luck
turned foul—and then
the fog moved in . . .

By MENDAL W. JOHNSON

Earlier the same day the author was
steering without a thought of evening.

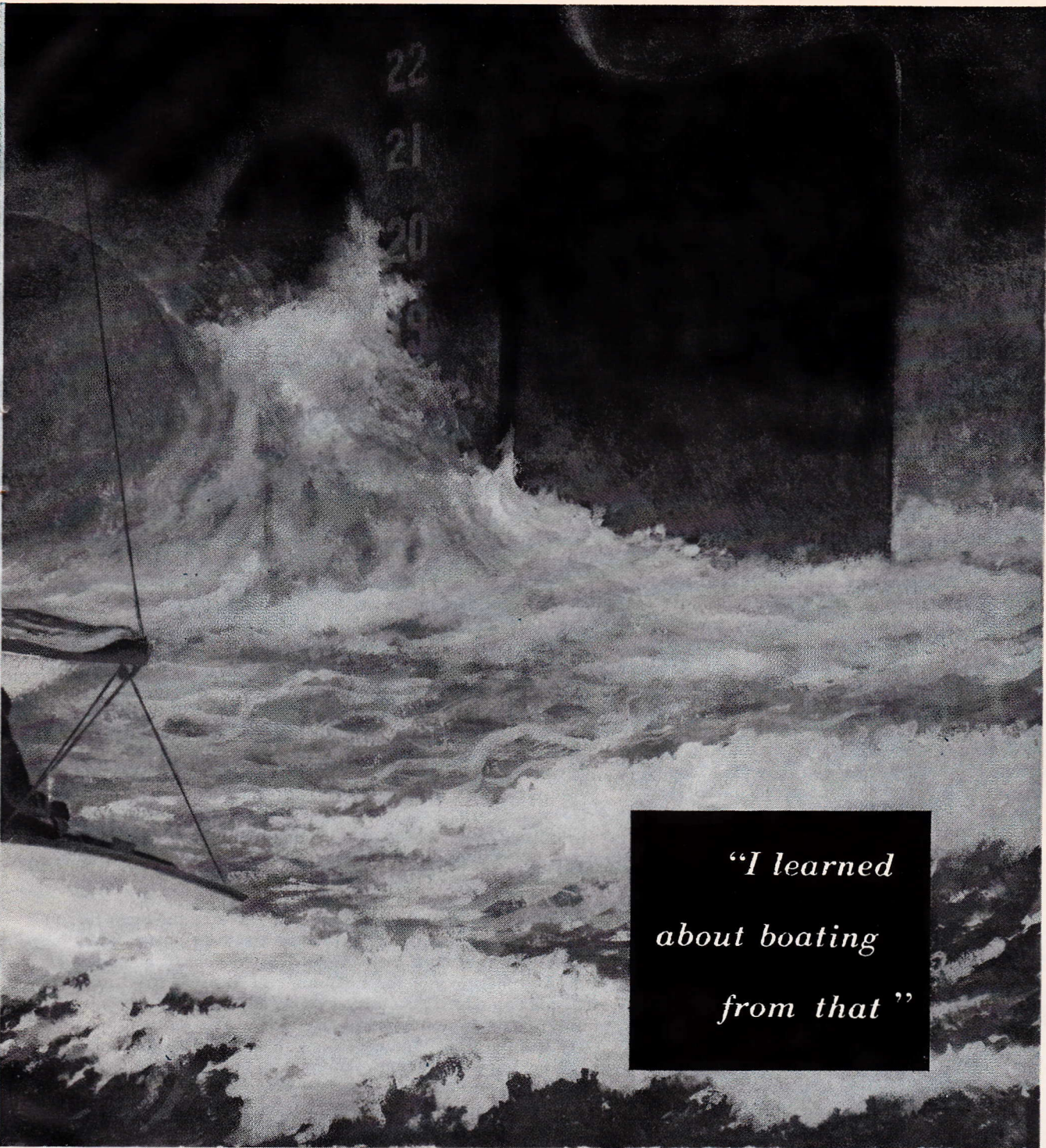


SINCE midafternoon, we had not spoken much, and instead of taking hour-long tricks, we traded the helm every thirty minutes. The man taking over climbed on deck into the gathering of a raw, late winter evening, nodded glumly, sat down in a puddle of cold water and stoically tugged a fistful of wet wool and oilskin tighter against his neck. The other dropped into the tiny cabin where you could have a cup of hot coffee and think about motoring up the Piankatank, anchoring, eating, and sliding down between warm blankets for the night.

The mouth of our intended anchorage was already opening darkly through a chill rain and wind when the seaward current exhausted itself. It seemed you could almost hear it come to a halt.

Within minutes of the arrival of full slack tide, the bitter northerly fell off, the surface of Chesapeake Bay

POPULAR BOATING



Illustrated by Allen Beechel

*"I learned
about boating
from that"*

smoothed out, and our small sailboat leaped ahead under her two-cylinder motor as if suddenly freed from towing some sunken log.

"Hey, Tom!"

The companionway slide grumbled back and a shaggy head emerged inquiringly.

"Look at the weather . . ."

The oppressively thick atmosphere was melting and in the dusk, Wolf Trap shoal light swept brightly over our shoulders. While we looked and listened, the Bay fell into a cold silence so complete that we could hear the diesel of a tug and tow a mile or two to the east.

"What happened to the fog?"

All day we had dodged through shadows of liquid wool, anchoring and running as we could. With night, the same condition would become increasingly dangerous, but at the

moment it seemed to be clearing, and we were in a hurry. I remember how important it seemed just then to be in Oxford the following day.

"I think we're all through—the northerly blew it off."

"Baltimore weather sequence has a steady forecast of NE . . ."

"Want to try going on?"

"Well," he shrugged. "Well, it looks all right *now*."

For response, I put the tiller down and *Jug* left a graceful scimitar of bubbles on the black water as she swung away from the inviting river and back up the Chesapeake. As simply as that we made a date with death that not even we know how close we came to keeping.

Barely an hour later came the great, silent surge of the returning tide, and with it, the thickest fog we had ex-

(continued on page 78)



Junior Skippers

HOW TO LEARN TO SAIL

By MICHAEL MOONEY

An Olympic Gold Medal is among the author's trophies

What does it take to sail? The first ingredients are a sailboat, at least a zephyr of breeze on a suitable patch of water, and a little courage to learn. Even on your first day, if you do a little experimenting, you will be able to sail well enough to enjoy the panorama of water, wind and sky. If you will really apply yourself, you can become an expert in a short time. Ted Wells started racing Snipes on a Sante Fe pond near Wichita, Kansas, and within ten years had *twice* won the world's championship of the world's largest class.

From California to Maine, from Louisiana to Michigan, there are millions of young people who have taken to the water in the past few years in a sport which was once considered exclusively for a few millionaires like those

of Newport, R. I. While some of the new sailors started before they were even five, and others learned quickly after their sixtieth birthday, the best time to start sailing small boats seems to be between the ages of ten and eighteen.

The good sailboat racer of any age must be self-reliant, be able to organize a host of small details, be capable of the neatest physical teamwork, be patient, develop a fine personal balance between applying strength and moving gently, continually practice making the correct decision, and have a real hunger to learn about wind, water, and his boat.

Before your first day's sail, you can take two practical steps to learn about your boat which will save you time and trouble: lay out your sails on the lawn at home to see what they look like; and before you ever hoist a sail on your boat, check the operation of every line and every piece of equipment.

When you lay your sails out, you can examine them for holes and tears, and see how they are to fit on the boat. And you can mark their corners for convenient handling.

The biggest sail, the mainsail, will have a "bolt" rope along two edges. The longer roped edge goes up the mast of your boat, and is called the "luff." The shorter roped edge is the "foot" and goes along the boom. The free edge of the sail is the "leech" and contains "batten" pockets for the long flexible strips of wood which you must insert to give the leech of your mainsail stability.

The smaller sail is the jib, has snaphooks or clips along its luff (forward edge), but both leech and foot are usually free.

You may also have a spinnaker, a sail with only free

Rosenfeld photo



Learning is fastest by actually handling the fittings and sails, under expert supervision, until all parts become very familiar.

The special pleasures of day-sailing and competing in small sailboats has made it the mass sport shown below.



edges, but until you are sure that you can handle your boat, leave the spinnaker at home in a safe closet.

While still on the lawn, you may find it convenient to mark the corners of your sails for convenient handling so that when you pull the sails out of their bag in the cramped quarters of a small boat you can quickly find the corner you want to grab by reading your mark. Lay out the foot of main and jib roughly parallel on the ground—just as they will look when set and flying on your boat. On both sails, with heavy marking pencil or India ink, mark the intersection of luff and leech as “head,” of foot and leech as “clew,” and of luff and foot as “tack.”

Before you actually put the sails up on your boat and drop your mooring, spend several hours checking the use and dependability of every piece of equipment. To the landlubber, the sailboat seems to be a maze of wires and

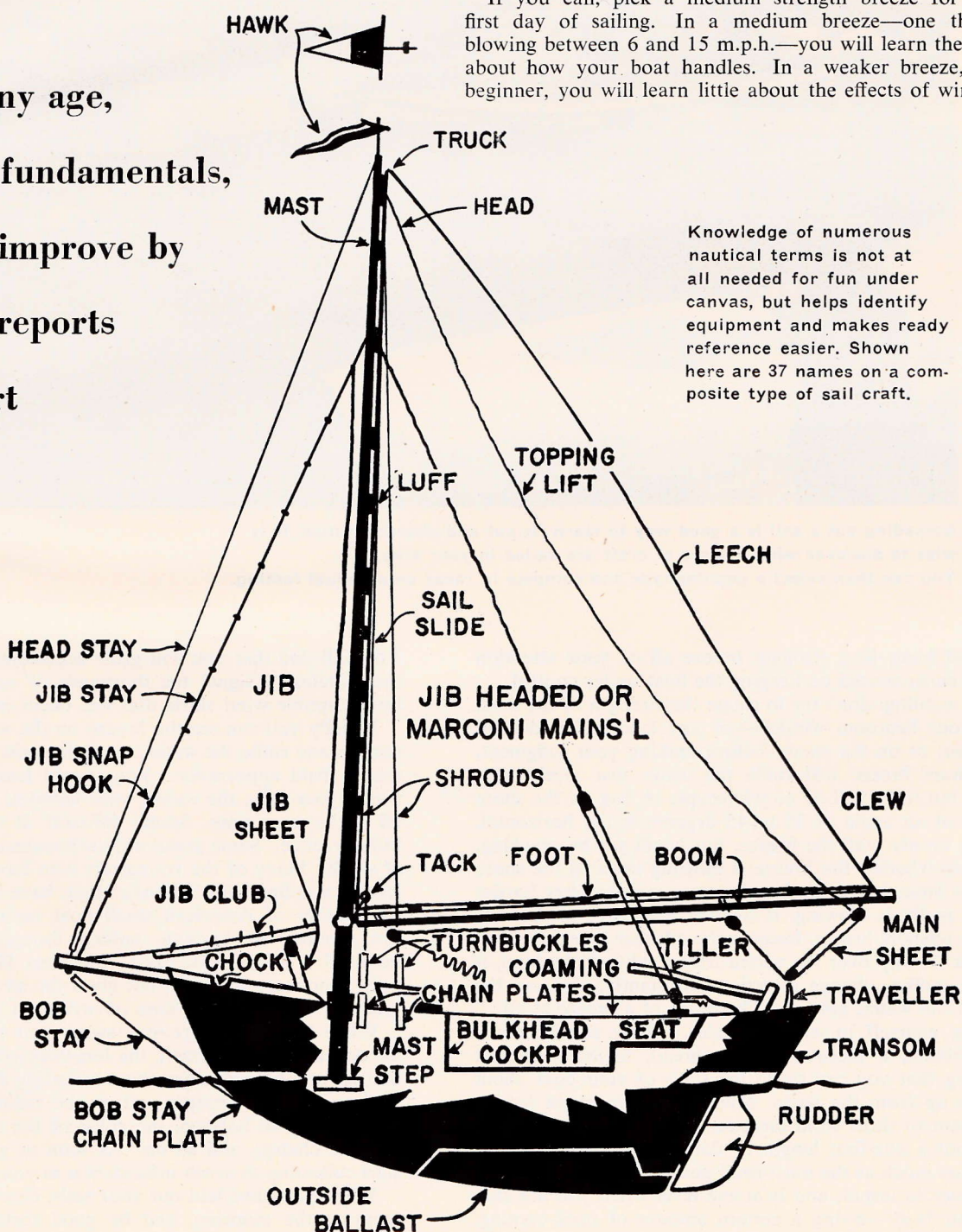
lines. But the sailor learns them all quickly by using them and is soon inquiring how to make them more efficient tools.

The “tools” of nearly every sailboat are the same: there is always a mast on which the sails are set—kept steady in the boat by wire “stays”; there are “halliards”—lines to pull the sails up, and down, and “sheets,” lines to pull the sails in and out; there is either a centerboard or keel to keep your boat from sliding sidewise under the pressure of the wind (while you’re learning always leave the centerboard down!) There is a rudder which steers the boat, and a stick of wood with which you move the rudder, called the “tiller.”

Whether you are an expert or a beginner, when you first get on a boat that is new to you, pull everything that can be pulled, move everything that can be moved. When you have let the centerboard down and pulled it up again, when you have checked the tiller, looked at the stays, hauled the sheets in and out, and the halliards up and down, you will know enough about the operation of your boat to set sail for the first time.

If you can, pick a medium strength breeze for your first day of sailing. In a medium breeze—one that is blowing between 6 and 15 m.p.h.—you will learn the most about how your boat handles. In a weaker breeze, as a beginner, you will learn little about the effects of wind on

Start at any age,
learn the fundamentals,
and then improve by
racing — reports
this expert



Knowledge of numerous nautical terms is not at all needed for fun under canvas, but helps identify equipment and makes ready reference easier. Shown here are 37 names on a composite type of sail craft.



Spreading out a sail is a good way to learn its cut and characteristics. It is wise to discover what classes of craft are sailed in your area. You can then select a popular type and compete in races on an equal footing.

sails and boat; in a stronger breeze all of your attention will be concentrated on keeping the boat under control.

One warning: don't try to gauge the strength of the wind from your bedroom window—or any land-sheltered spot! Get near, or on the water, before making your judgment. A medium breeze will ruffle the water just nicely with waves, but there will be no whitecaps. A flag on the shore will fly at an angle of 30 to 45 degrees to the horizontal, flowing evenly with the breeze, but won't yet be cracking.

Notice whether the breeze is blowing towards the shore or away from it. An onshore breeze seems to blow harder than it really is blowing, is steadier and more predictable than an offshore breeze. Because the offshore breeze has had to work its way over the varied topography of the land, it will be puffier, change directions constantly, and, on the edge of the water, not seem like much of a breeze at all.

Train yourself to watch telltales. These can be made from ribbon, a piece of wool, thread, feathers, in fact anything that you can tie to the stays of your boat about six feet up from the deck. Many sailors insist on having a pennant to show wind direction at the very head of the mast, but a one-foot length of darning yarn will tell you almost as much as the mast-head pennant, is much cheaper and easier to install, and is at eye level when you are sailing your boat—saving a certain amount of neck-craning.

You will find that you will grow accustomed to consulting the telltales to signal the thousands of sometimes almost imperceptible wind shifts that will occur in one afternoon.

Usually you can see the breeze on the water. The puffs darken and ruffle the water, the light spots leave the water with a bald appearance. You should learn to watch the water, your sails, the waves, your telltales, and the horizon all at the same time. Sound difficult? It won't be, with a little practice. Some grand old yachtsmen add a keen sense of smell. Many of the youngsters who have had the privilege of a sailing with Sherman Hoyt, have been awed when the "father of American small boat racing" has cast an eye around the horizon, sniffed thoughtfully, and announced a major wind shift. Sherman Hoyt usually not only announces the shift, but gives the strength, direction, velocity, duration, and time of arrival of the new breeze!

While Sherman Hoyt may swear that he is using only his delicate sense of smell, the less-talented sailor can avail himself of a host of other clues, including the daily weather reports in the newspaper and on the radio, the cloud formations on the horizon, the color of the sky, the time of the tide change, and so on. As soon as you start sailing, start collecting as much information as you can on weather.

When you have laid out your sails, checked your equipment at the mooring, and by good fortune have a day

with a medium breeze, you are ready to set to sea. Believe it or not, scientists, sailing masters, yachtsmen of all nations have argued for hundreds of years as to exactly how a boat sails through the water. Although these experts can not reach an agreement, you'll find that, as a beginner, you have no need to worry about their controversy.

On your first day you will learn that a boat will run directly before the wind (the sails should be out as far as they can go), reach across the wind (the sails should be trimmed somewhere nearly half way in); and head, or "beat," within about 45 degrees of the direction from which the wind is coming (the sails should be trimmed in as far as you can pull them). You will quickly recognize that you must present your sails at an angle as close as possible to the wind without their breaking, fluttering, or "luffing." To sail your boat in the direction from which the wind is coming, you must "tack" back and forth at an angle of about 45 degrees to the wind. You will steer the boat across the wind, and your sails will set on the opposite side of the boat from which the wind is coming—the "leeward" side.

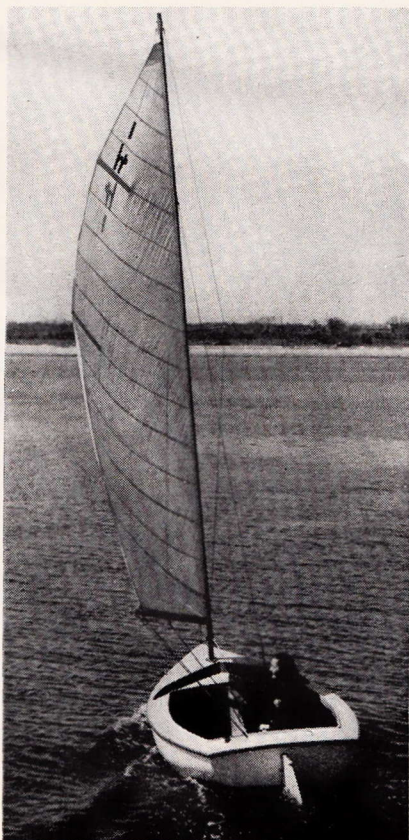
From your first moment on the water you will begin to accumulate a great storehouse of sailing knowledge. But most important you must practice, practice, practice!

Every expert will agree that you will learn fastest if you



With sails drawn in tight, these two above are pointing high and "beating" into the wind, aiming more nearly toward its direction.

The point of sailing shown below is known as a "reach." The wind is coming from approximately right angles to the sail; sheet is eased.



DECEMBER, 1956

With the wind coming from behind these sailboats, they are "running." Some are winging out jibs with whisker poles on the opposite side from the mainsail. Care must be taken here that boom does not jibe across.



start racing almost immediately—just as soon as you can sail your boat to a starting line and back. You will learn from your competitors by playing the “copy-cat.” If at first you regularly finish towards the back end of the fleet, don’t be discouraged. You can take it as a sign that you still have a great deal to learn about handling your boat efficiently. And ask the other local sailors what happened; they will certainly be glad to tell you.

Finally, a word about safety. If you will follow three rules you need not fear trouble in a sailboat: 1) always carry enough life preservers for every person on board; 2) always keep calm; 3) always *stay with the boat!*

Capsizing is probably the most common sailing accident. If you will consider a capsize as a pleasant afternoon swim you will be safe. Many of the really top-notch dinghy sailors practice capsizing and then righting their boats!

Remember that almost all small boats float, so that if you capsize you will be in for a swim around your boat. But never, never, leave the capsized boat for any reason. If you can walk ashore with a line from the boat, you may have an excuse, but there is a long list of serious accidents where the sailors tried to swim to shore for help. Help has always come to the capsized boat sooner or later. While a lone man who is swimming is hard to see in the water, a capsized boat can usually be more easily identified. Hang on to your boat!

Anyone who has raced small boats for a number of years knows that it may take a while before the beginner can place near the head of his class. But once the neophyte has experienced the warm glow of a race well-sailed and the boom of the winning gun, he will be a year round devotee of the world’s keenest sport.—MICHAEL MOONEY

Ted Koepper—GLOBE photos



A good racing course is laid out to test boats and contestants' ability to beat, reach, and run, all in one race. Handling skill and strategy also enter the contest. Shown here “frostbite” winter racers.



As in any race, a good start is important, and the crowded conditions at a starting line become a good test for the skills the beginner has learned. Rules of right of way are part of successful racing.



With sheets drawn in tight, Interclub dinghies beat to windward. Craft this size can be more sensitive and "tender," and sometimes even more difficult and fun to sail than large more stable boat that don't capsize.

Rosenfeld photos

Sailing can be self-taught, but the process is much faster when instruction can be had from an experienced boatman. Before and after every sail, the instructor will show the pupils what should be done and practiced. Teamwork is important in sailing, and the beginner can learn a great deal by sailing with more advanced boatmen and learning to be a trusted, regular racing crew member.



All modern sailboats are, or should be, equipped with flotation chambers so that even with a heavy keel the craft will not sink. Capsizing occasionally is part of the fun of sailing; beginners must learn to always stick with their boat, as shown at right. The boat is much easier to be seen than a swimmer, and help will soon come.



SEAMANSHIP

BASIC EQUIPMENT—2nd IN A SERIES

You may think you're a law-abiding boatman but unless you check up on equipment requirements periodically, you can't be sure. Here's what the law, and common sense, call for—today

By L.B.N. GNAEDINGER and H.S. SMITH

EQUIPMENT for your motorboat is just as necessary to your safety on the water as a seaworthy boat, so be sure you carry everything that the law—and common sense—call for.

Consider first that equipment for motorboats which is legally required under the Motor Boat Act of 1940. This Act divides motorboats into four classes: Class A (Boats of less than 16' in length); Class 1 (Boats over 16' but less than 26' in length); Class 2 (Boats from 26' to 40' in length); and Class 3 (Boats 40' to 65' in length); and specifies certain equipment requirements for each group. In easily digestible, capsule form, they are as follows:

Class A:

Lifesaving Devices: One Coast Guard-approved life preserver, ring buoy, buoyant vest or cushion, in good and serviceable condition, for each person aboard.

Lights: A combination light in the front of the boat, showing red to port and green to starboard from straight ahead to two points on the compass abaft the beam, which will be visible for a mile. Also, a white light in the back of the boat which will show all around the horizon for a distance of two miles.

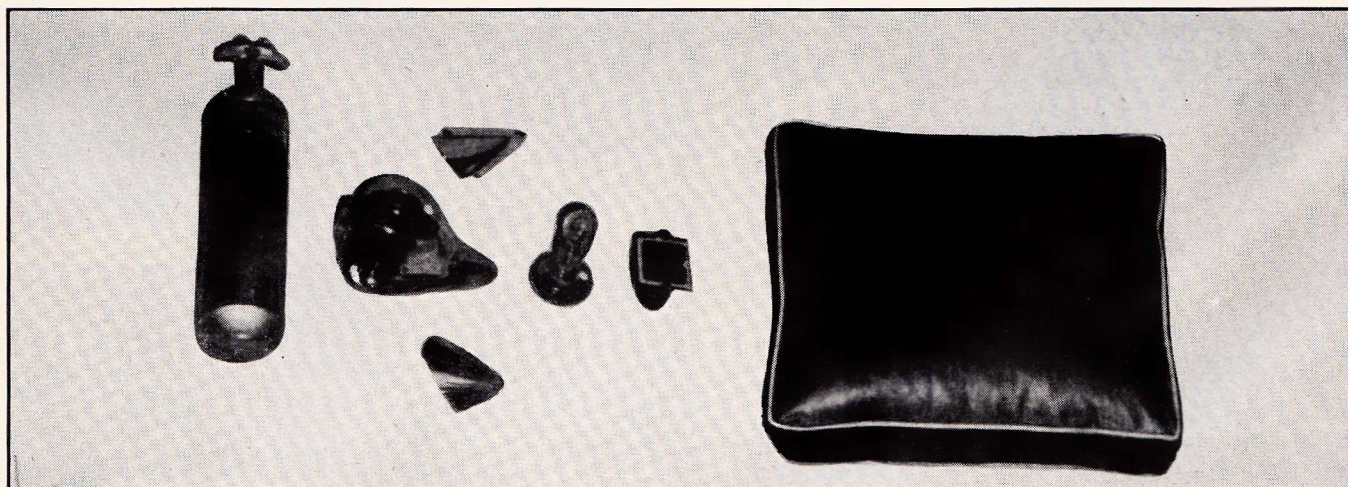
Optional Lights (as authorized by Public Law 522): Regardless of length, any power craft under 40 gross tons

may carry either a combination red and green light, or separate screened sidelights visible for one mile; a white forward 20-point light, visible for 3 miles; and a 12-point stern light, visible for two miles. If a combination light is used, the forward white light must be placed at least three feet above the combination light.

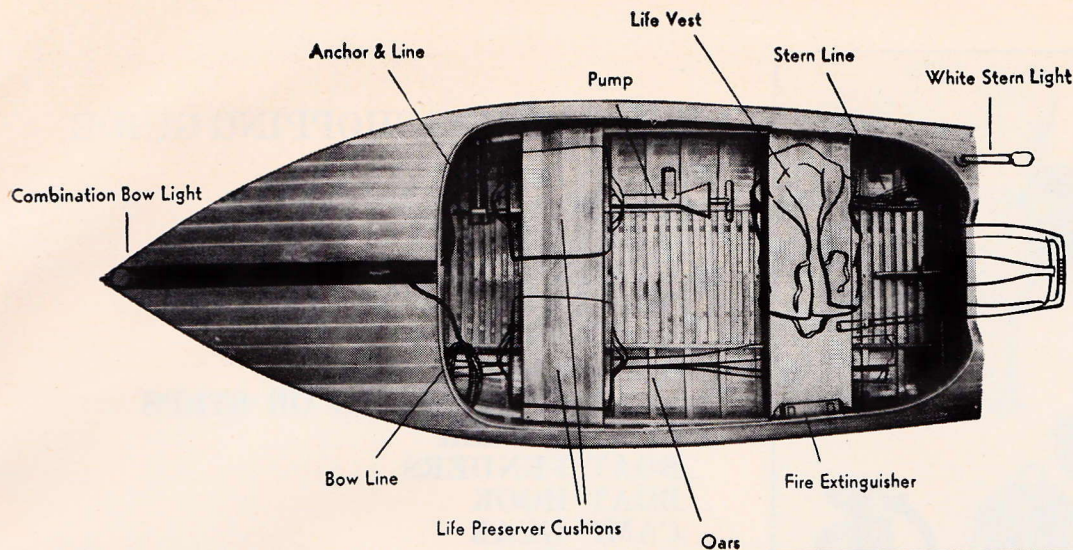
Actually, this new provision to the Motorboat Act of 1940 authorizes the inland use of lights prescribed in the International Rules. Thus, boats so equipped may pass from the high seas to inland waters, or vice versa, without changing lights.

Fire Extinguishers: Any one of the following types—one quart vaporizing liquid; 1¼ gallon foam; 4 pound CO₂; 4 pound dry chemical. No fire extinguishers are required on pleasure outboards of open construction, unless they have an enclosed compartment.

Ventilation: Two or more ventilators with cowls or equivalent, capable of removing gasses from the bilges in engine and fuel tank compartments on boats constructed or decked over after April 25, 1940, using gasoline or fuel of a flashpoint less than 110 degrees F. Motorboats so constructed that the greater portion of the bilges under the engine and fuel tanks are open and exposed to air at all times, do not require ventilators.



The Motor Boat Act of 1940 divides motor boats into four classes and specifies equipment requirements for each group. Here are the current equipment requirements for motor boats of Class A (less than 16' long).



Illustrated below is that equipment which is a must for motorboats in the Class 2 category (26' to 40', or less, in length).

Space and weight are two important factors that should be kept in mind when equipment selections are being made. The purchase of necessary items, such as those shown above, should take precedence over the accessories that are merely decorative. Careful stowage of essential equipment will help you gauge the number of non-essentials that can be safely added.

Flame Arrestors: Carburetors on all engines on motorboats, other than outboards, shall be fitted with an approved device for arresting backfire. Installations made before November 19, 1952 need not meet the detailed requirements of the specification and may be continued in use so long as they are in good condition.

Class 1:

Equipment for Class 1 is the same as for Class A, except for the addition of a hand- mouth- or power-operated whistle or horn, capable of producing a blast lasting two seconds and audible for a half mile.

Class 2:

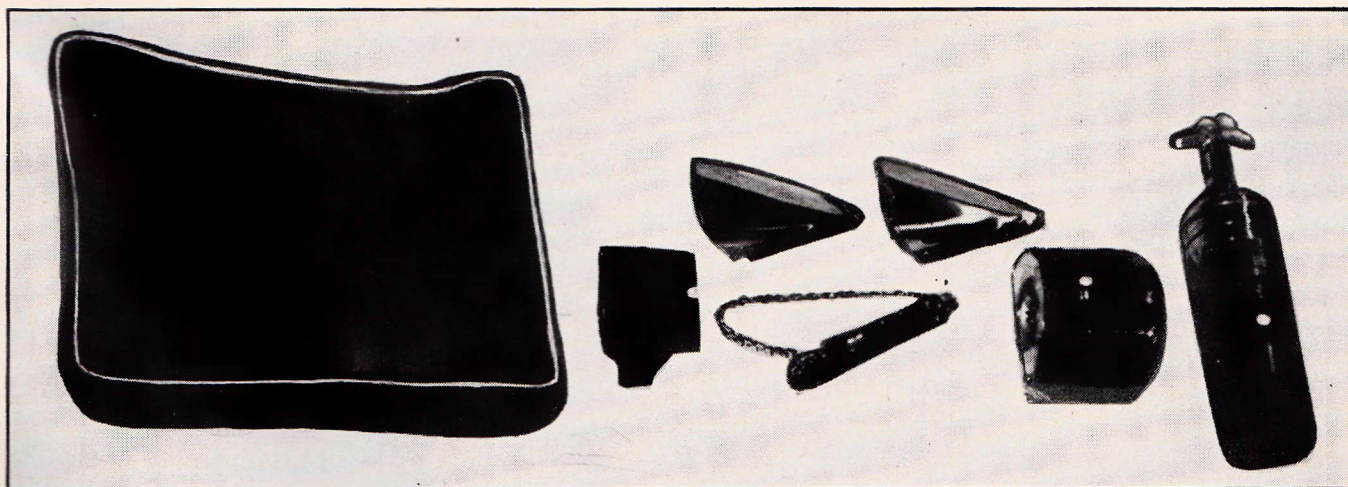
Lifesaving Devices: Same as Class A.

Lights: Individual running lights (not combination lights), red to port and green to starboard, that can be seen for at least a mile. Two bright white lights, one in the rear of the boat and visible all around the horizon for two miles; one up front, showing light ahead to two points abaft the beam on both sides for two miles.

Optional Lights (as authorized by Public Law 522): Same as Class A.

Bell: One which can be heard for some distance.

Horn or Whistle: One hand- or power-operated whistle or horn capable of producing a loud blast.



Pictured here are those items which the law-abiding boatman will carry if he owns a motor boat of Class 1 (over 16' but less than 26' in length). Whistle must be audible half a mile. White 32-point light is also needed.



Motor boats of Class 3 (45' to 62' in length) are required to carry the equipment shown above.

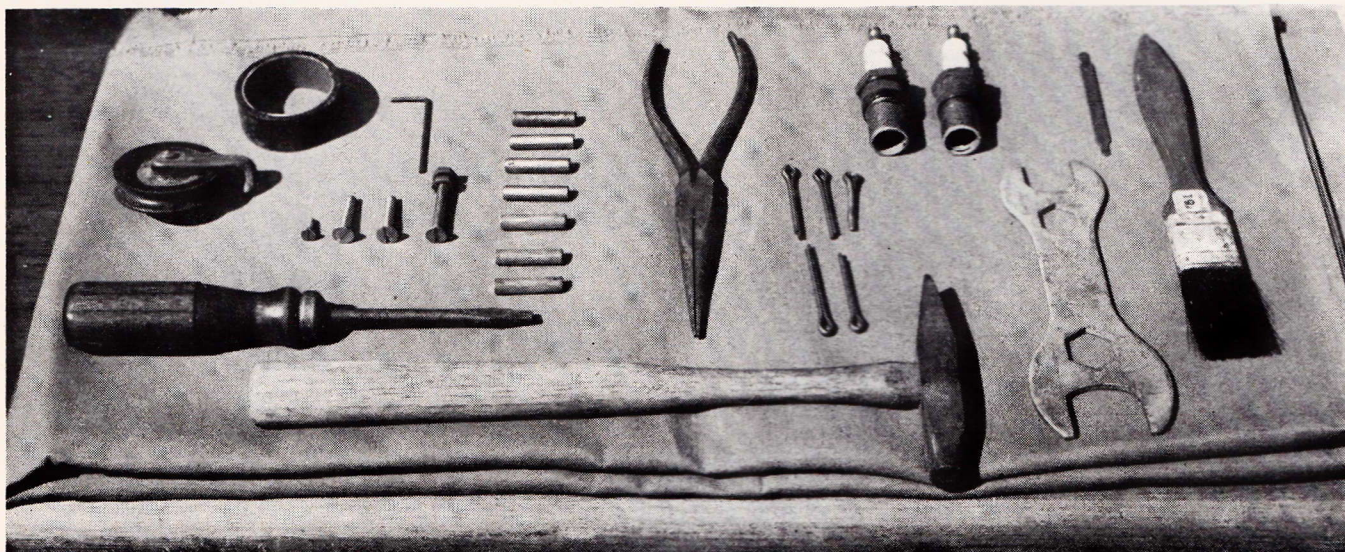


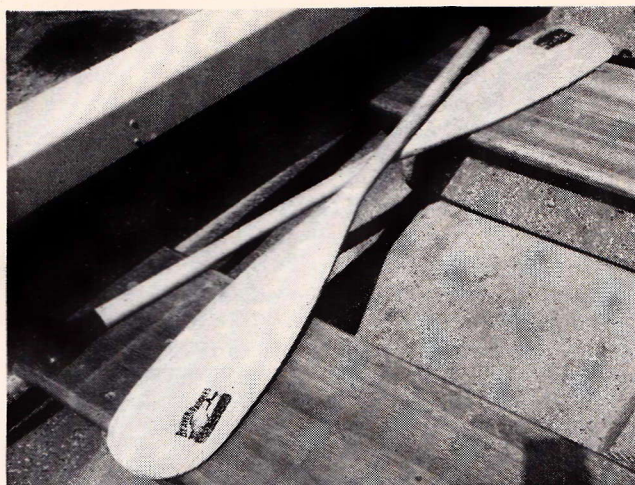
Floating seat cushions with straps, as shown here, will support up to 250 pounds when in water. These cushions suffice for Classes A, 1 and 2; but not for 3. They may be worn in front or as shown.

A CHRISTMAS SHOPPING GUIDE

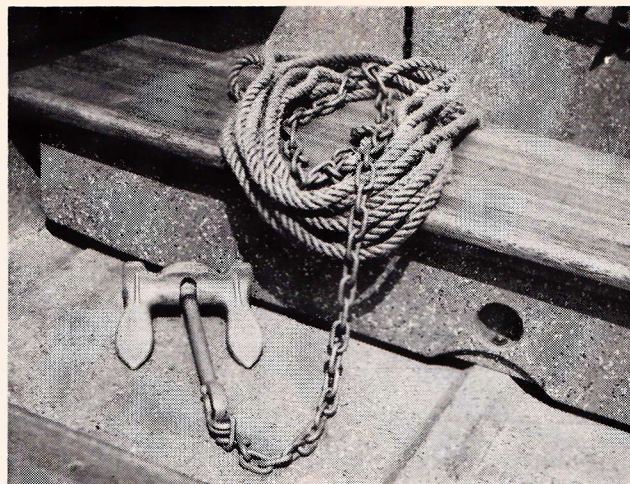
- ___ANCHOR
- ___BAROMETER
- ___BATTERY CHARGER
- ___BELLS
- ___BILGE PUMP
- ___BINOCULARS
- ___BOARDING LADDER OR STEPS
- ___BOAT BAILER
- ___BOAT FENDERS
- ___BOAT HOOK
- ___CAMP GEAR
- ___CHARTS
- ___COMPASS
- ___DOCKING LINES
- ___FIRE EXTINGUISHERS
- ___FIRST AID KIT
- ___FLAGS
- ___FLASHLIGHT
- ___FUEL TANKS
- ___HORN
- ___LIFE VESTS & CUSHIONS
- ___NAVIGATION LIGHTS
- ___OUTBOARD MOTOR LOCK & CHAIN
- ___RADIO
- ___RADIO DIRECTION FINDER
- ___RADIO-TELEPHONE
- ___SIGNAL FLAGS
- ___SIGNAL LIGHTS, FLARES
- ___SHIP'S CLOCK
- ___SMALL BOAT ANCHOR LANTERN
- ___SPARE MOTOR PARTS
- ___TOOL KIT
- ___VENTILATORS
- ___WHISTLE

Check off equipment items of your choice, plus those legally required for safe and for efficient operation.





There's no substitute for paddles if engine trouble arises; handy for shoving off, too.

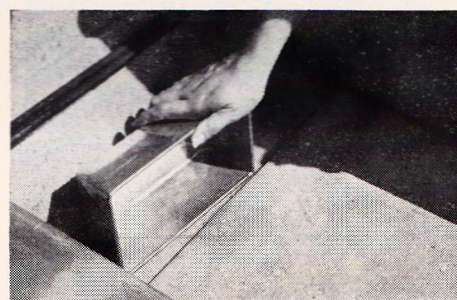


Your anchor's size can be determined by the size of your boat; just be sure it will hold in a blow.

Don't consider fenders a luxury item. They help prevent chafing and may save you some paint work.



Left, some tools and spare parts that every good skipper owes it to himself to carry.



For operation bail-out, a flat-sided container can do a pump's work well.



Strap-on jackets are more satisfactory when your passengers are small ones.

Fire Extinguishers: Any two of the types described in Class A. (Boats equipped with a fixed fire extinguisher system in the machinery space, are only required to carry one of the prescribed fire extinguishers.)

Ventilation and Flame Arrestors: Same as Class A.

Class 3:

Lifesaving Devices: One Coast Guard-approved life preserver or ring buoy for each person aboard. (Cushions will not suffice here.)

Horn or Whistle: One which is power-operated and capable of producing a blast two seconds long and audible for a mile.

Fire Extinguishers: Any three of the types described for Class A. (Boats equipped with a fixed fire extinguisher

system in the machinery space, need carry only two of the required fire extinguishers.)

Lights: Same as Class 2.

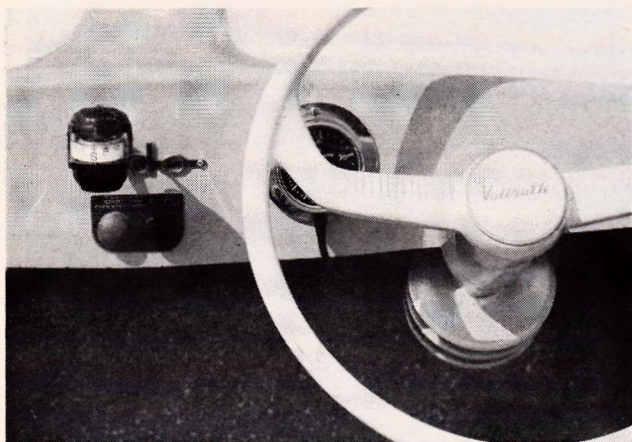
Optional Lights (as authorized by Public Law 522): Same as Class A.

Ventilation: Same as Class 2.

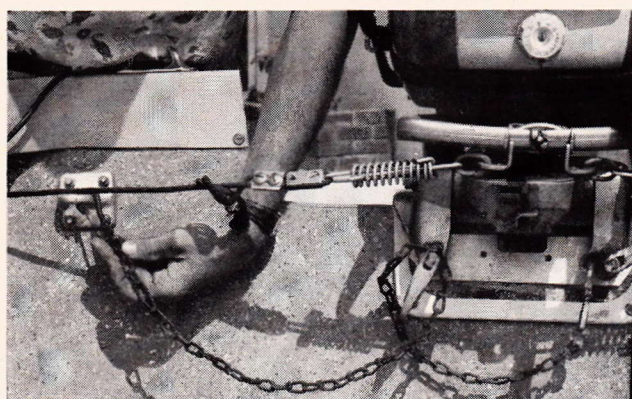
Flame Arrestors: Same as Class 2.

The foregoing regulations are enforced on all Federal waterways but do not apply to motorboats at anchor or boats operated on lakes wholly within the boundary of any one state. Boaters using such lakes should check to see what, if any, local regulations exist and, of course, comply with those that do.

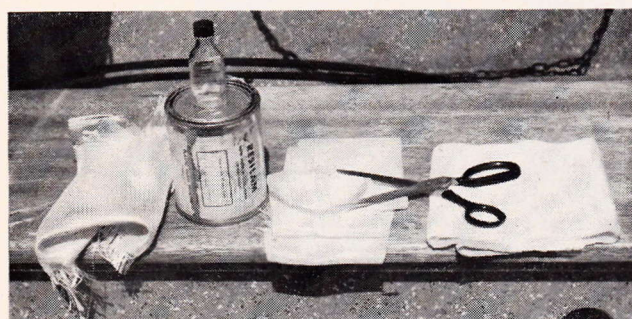
In addition to the equipment required by law, there are



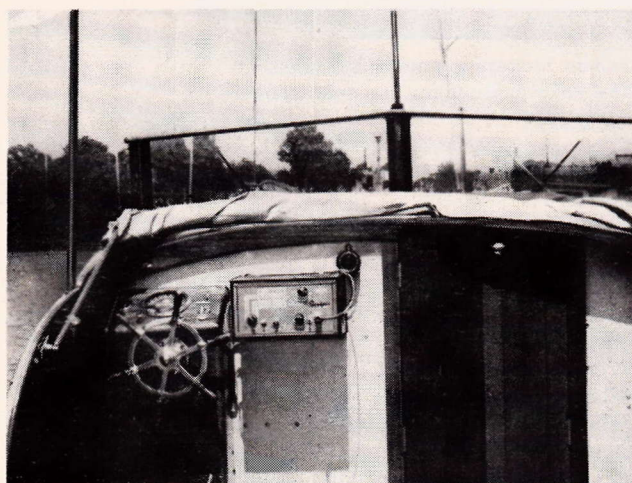
This floating-type magnetic compass can steer you safely into port on a dark or foggy night.



Your motor will be secure, despite vibration, if you tie it to transom handle with a strong chain.



For emergency repairs, carry fibreglas strips, plus resin, curing agent, scissors and brush.



Ship-to-ship, ship-to-shore and Coast Guard communication are yours for the price of a radiotelephone.

Sometimes it's equipment extras—like these—that count

a number of other items that are essential to the safe and efficient operation of a boat.

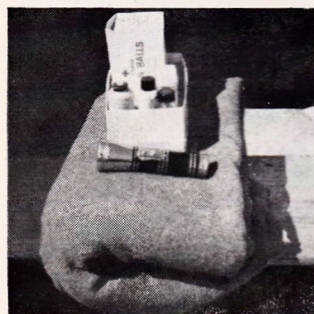
For small craft, it is advisable to carry a line for tying up, a small anchor, a tool kit (generally furnished by the manufacturer), some spare motor parts, a powerful flashlight for nighttime use, and fenders which will help prevent chafing when the boat is at a dock.

Larger craft, in addition to the equipment recommended for small boats, would do well to carry an anchor that will hold in a blow, a hand-operated bilge pump, plus signal flares and a radio telephone for ocean cruising.

Last, but not least, if the boat is to be taken on a long cruise, it is wise to bring along sufficient line to handle docking and locking requirements, binoculars, extra fuel tanks, a barometer and radio for weather, a whistle to signal lock keepers, a compass, camp gear, assorted tools and spare parts for motors, plus material for minor boat repairs.

On a well run boat, as in a well run home, every piece of equipment fulfills a definite function. It should be selected with the greatest of care without too much regard for cost—for it is far better to stretch your pocketbook on land, than to stretch your luck when you're on the water.

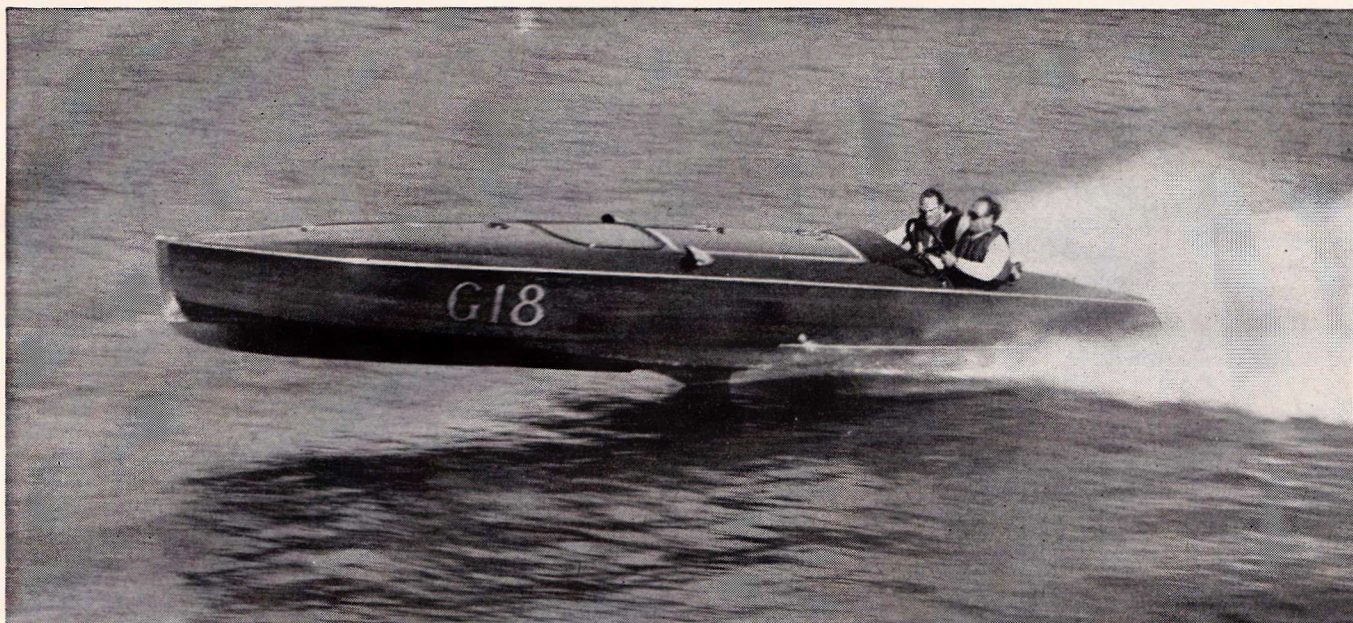
A first-aid kit, a flashlight and a blanket can all be lifesavers when you're far from shore.



Rust-proof pouch, above right, will keep your tools in shipshape, ready-to-use, condition.



And first of each season let your local Coast Guard Auxiliary give you an equipment checkup.



El Lagarto, shown in the 1933 President's Cup race, was the only boat ever to win 3 Gold Cups in a row, in addition to capturing 3 President's Cups and 2 National Sweepstakes. It raced for years without winning a heat until George Reis bought her. He changed engines, altered hull slightly, used Champions exclusively in dominating racing during early 1930's.

Champion-equipped Gold Cup racer sets unmatched record—still going strong after 34 years!

The amazing, unequalled racing record of *El Lagarto*—and her unusually long and active career—is due to the care and skill of owner-driver George Reis and the men who assisted him. They rate as outstanding marine racing experts.

The fact that they chose Champion Spark Plugs—and used them exclusively—is further proof that men who know marine engines recognize Champion as the outstanding marine spark plug. Take advantage of this experience and give your boat the benefit of the best—Champion Spark Plugs.

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Mr. and Mrs. Reis out for a fast ride this summer. One of the fastest pleasure craft in existence, *El Lagarto*, built in 1922 with a racing career spanning 14 years, set a speed record for boats of her specifications that still stands.



Christmas Shopping for Fishermen

By Lawton Carver

Fishing columnist and expert

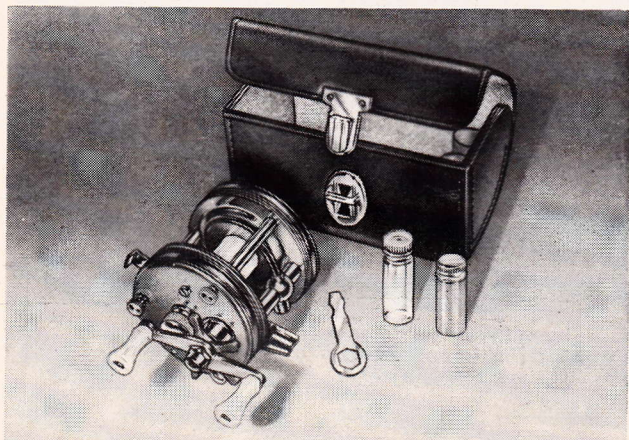
TO THE few people who do not fish, the tackle and accoutrements deemed necessary for proper enjoyment of fishing looking like nothing so much as a bewildering mess of gadgets of no earthly or watery use. They will tell you so, too.

While an angler meticulously tinkers with his gear, the non-fisherman will watch with amused tolerance, and with snide cracks refuse to recognize the notable fact that owning and handling good fishing tackle is part of the wonderful, if sometimes seemingly nonsensical, sport enjoyed by



Boat fishing for Jim Deren of New York's Angler's Roost can mean fly-rod fishing, at top, or spinning, above, for a shark.

New in time for Christmas are exceptional reels like the Ambassador No. 5000, a free spool-centrifugal brake-level wind model.



some 25,000,000 Americans seeking large fish and small, inland and at sea, by land and by boat.

The experienced fisherman generally has good tackle and plenty of it to fit whatever needs may arise. Little or none of it was picked on whim. He knew exactly what he was doing whenever he added to a collection which already may have reached proportions sufficient for him to start a tackle shop of his own. Nevertheless, there is always room for more.

Part of the joy of the sport is to try new gear and gadgets, especially to use better, more luxurious tackle than you already own and to have in your tackle box every lure that it will hold.

Buying tackle thus is a genuine pleasure to the fisherman. To one lacking experience, buying tackle to start fishing or to present as a gift to a friend can be a nettling, wearing chore not without frightening aspects, speaking financially in the latter instance. Fishing tackle can come high and there is always the chance that he will buy the wrong item for himself or will get something for remembrance to a friend that will duplicate gear the recipient already owns.

This problem has been solved in my own family's holiday gifts to me through a practical arrangement that grew out of my receiving all kinds of worthless trash, which, no matter how well meant or expensive, duplicated items I had or fitted fishing I don't pursue.

I let it be known in advance now what I want, right down to brand, size, and other details, and if they can't get that the understanding is they will spend the money on designated dry fly patterns, platyl trout leaders and the latest books on fishing.

If you are buying gear for yourself as a beginner, the chances are you will start with spinning tackle in keeping with the trend, showing that there are more people spinning now than ever before, and perhaps more spinners than all types of anglers combined. Some fishermen use spinning tackle exclusively, and a majority of the rest use it at one time or another.

The best rod for spinning and most types of fishing is made of fiberglass which combines durability with other factors to make it the ideal implement for everything except fly fishing among veterans who stick to bamboo. Glass won't take a set, is not affected by water or weather and is break-proof almost up to the point of being used as a crowbar.

One of the best of these—if you can find one readily—is known as the Bonded Gold rod. The gold-colored pigment is bonded into the finish for permanency, the rod is fitted with genuine agate guides and tip-tops to prevent line wear and an improved reel seat assures stability of the reel.

To go with that you will need a spinning reel, a hundred yards of platyl or other spinning line testing two to six pounds for fresh water and from six pounds on upward for salt water fishing. A box of spinning lures should include the Abu Reflex in various colors and any others recommended by experienced spinners. A few swivels complete the bouquet for the beginner—or you can buy all this and other items all packed in a kit and ready to go. Popular, practical spinning kits sell from around \$30 to around \$60.

Make sure you know in advance whether you want a left-hand or right-hand wind spinning reel. This has nothing to do with whether the user is actually right-handed or left-handed. Some people prefer one way and others another.

The plug-caster's basic tackle also will be composed of rod, reel, line and lures, but because his lures are bulkier and he generally will carry more stuff and fish from a boat he will need a big tackle box.

His rod can be one of the aforementioned fiberglass creations of the type made especially for plugging, and his lures inevitably must include some of the famous Flat-Fish which come in 20 sizes and 26 colors and made to fish on the surface or beneath the water.

If price is no consideration in your selection of a casting reel for yourself or as a gift, the Ambassador No. 5000 for fresh water and light salt water fishing and the Ambassador No. 6000 for heavier fishing in both salt and fresh water is a standout. It does just about everything except tell the time of day and weather conditions for next weekend. These reels have a patented free spool—centrifugal brake—level wind combination that make them as near to backlash-proof as any such instrument can be.

They are maroon colored anodized aluminum as protection against corrosion, they are built with nylon gears and bushings for protection against wear and they come in a heavy leather case with extra parts. The fresh water reel goes for \$45 and the salt water reel for \$47.50.

You can get good reels at lesser prices but beware of cheap casting reels. That infernally persistent backlash will deprive you of much of the pleasure of fishing.

When you deal with fly-fishing the approach is altogether different. The reel is the least important part of the gear. It is usually nothing more nor less than a place to store your line and for a beginner need not cost more than \$5. A fiberglass rod of 7½ or 8 feet will do to start with, too. Any line that will float, a few platyl leaders of 4X or 5X diameter and a dozen flies popular in your section will get you started at a cost of around \$35 for your tackle. You also will need some boots or waders and a vest for carrying gimmicks and gadgets, bringing the cost upward.

However, that is only the beginning. You won't find many fiberglass rods among fly fishermen of experience and his hand-crafted Tonkin cane rod alone may cost as much as \$150. He may use a cheap reel, but he may use a British Hardy costing, say, upwards of \$20. He may be laying down a silk line worth \$18 or so, tipped off by a dollar's worth of gut leader and his flies probably were tied by what he regards as the world's best fly-tier and priced accordingly.

Eventually you will want the best too if you stick to fly-fishing, but at the start the cheaper tackle will serve the purpose. If you are buying fly-fishing tackle as a gift for an experienced angler, get him the best.

If you are going to combine a cruiser trip with fishing know definitely what kind of fishing you are going to do. You can spend what would be a year's pay for some people on a big-game fishing reel alone.

The best bet for usual salt water fishing from a boat is a good so-called boat rod made of fiberglass, a reel and line that fits, plus a salt water spinning outfit such as the Mitchell.

This will get you the most fishing in the most places offshore and will stand up under the most wear and tear. ♦

DECEMBER, 1956

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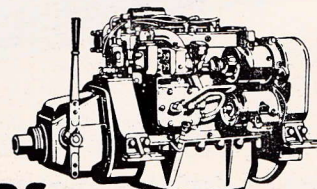
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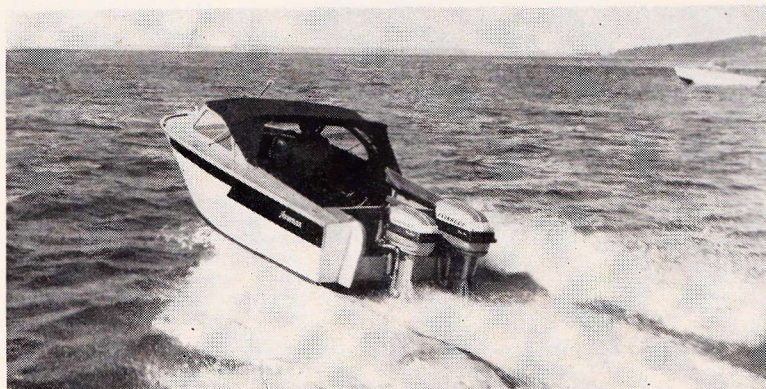
**16-200 HORSEPOWER
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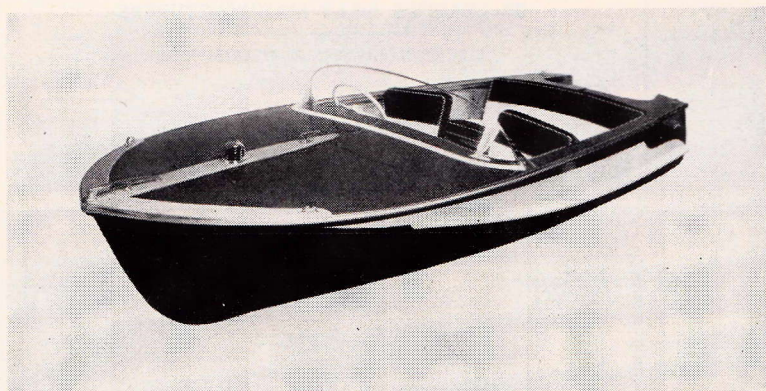
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DETROIT 7, MICHIGAN

New and Nautical

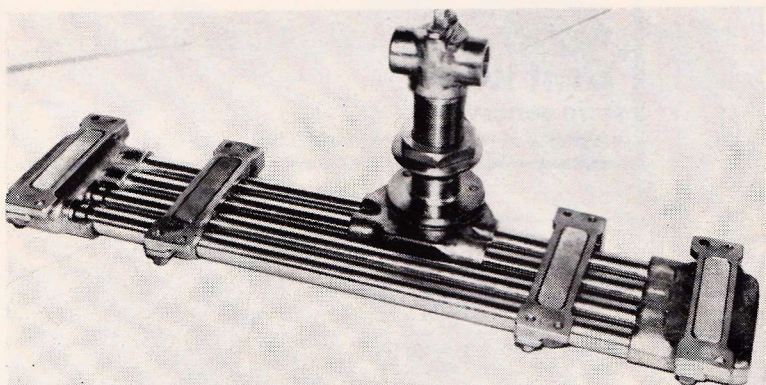
More products introduced for '57



Norseman 17 is a husky combination runabout and sport cruiser with $\frac{1}{2}$ " laminated Crezon plywood bottom, oak frames and keel. Special transom cuts engine noise. Models run from 14' to 21'.



Sandusky line for 1957 will include five molded birch models from 13' to 16' feet. Above is the Custom Clipper 15, with rubber mounted front seat and Vinyl covered foam cushions.

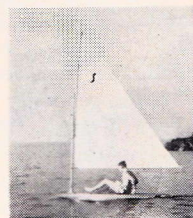


Clean-Flo Keel Cooling Systems from the Walter Machine Co. are an answer to any inboarder trouble with clogged cooling lines. An enclosed system, only one through-hull hole is used.

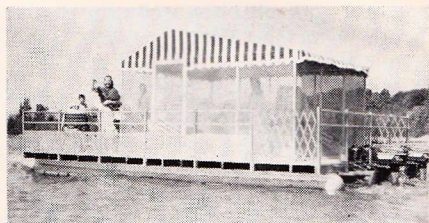
Other new products recently announced include a new 12"x7" LP-Gas picnic stove from Coleman that uses handy canned gas, is \$8.95 with two cans. Economical and light are new Step-E-Z boarding ladders from Sea Mate. Lubriplate waterproof grease is available in convenient small tubes. From Seattle's Lake Washington Yacht Basin, the Sea Dart 23' can carry 18 adults at 36 m.p.h. with a 185 h.p. Dearborn Interceptor.

"O, GOD,
THY SEA IS SO
GREAT
AND MY BOAT
IS SO SMALL"

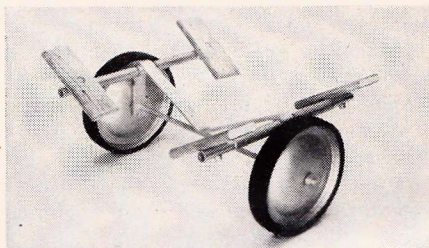
The seaman's prayer, engraved in brass, is \$1.95 from Seacraft, Weymouth, Mass.



Mabsco seam tool, simplifies calking. Sinbad Aqua-sled complete kit is \$90.



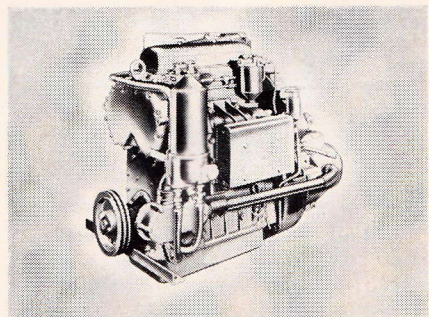
Comfortable for inland cruising is a Harley 16' x 24' screened-in houseboat.



Two wheeler dolly from Lumex makes small boat handling easier, is \$19.95, one of several outboard and boat models.



For U.S. Engineers is Inland Seas' new 26' Steel Cruiser. Detroit Diesel has two new economical engines, 110 and 151 h.p.



(continued from page 27)

tangle of underbrush bordering Willow Beach Lake. Members pitched in to clear the land, cut roads, build a wooden launching ramp. Later, when the money was available to pay for the concrete, a two-car-wide ramp was poured and completed in a day.

GLRBC felt pretty self-satisfied, and then just this year the club came smack up against a crisis. It lost its lease. Despite the heart-breaker, GLRBC started all over again with a site on the Arkansas River in Burns Park, obtained from the North Little Rock Parks Commission. Just listen to this report of progress from Mrs. Bylander!

"We are justifiably proud of what the club has accomplished. In the space of two and a half months, the river bank has been transformed from just a plain old river bank into a paved access road and a wide concrete ramp."

That isn't all. There is plenty of parking and turn-around space, a picnic area, trash barrels, barbecue pit and rest rooms. Soon, there will be more picnic tables and a children's playground, and next year a fenced-in spectator area high above the river on a rock bluff—every bit done without a penny's assessment on the members.

Out of its long experience, GLRBC passes on several tips which the newer clubs might well follow.

In addition to the ladies, the Little Rock club gives memberships to important club contacts such as sports writers, TV news reporters, the mayors of two cities, the county judge and others. "We find it is a good policy to give these honorary memberships, and they seem to be truly appreciated," Mrs. Bylander says.

At the same time, GLRBC has several precautionary rules on new members, who must be first sponsored and then screened by a three-man committee to weed out possible undesirables. Paid organizers and promoters are not allowed to participate in the club's races and social functions. Instead, GLRBC faithfully follows the aims and projects for good outboating, as outlined by OBC. Its annual speedboat races (usually for the benefit of a charitable organization like the Crippled Children's Home, the American Legion Child Welfare or the Camp for Underprivileged Children) always are sanctioned by the National Outboard Association.

In other words, GLRBC's success is due not only to the hard work and enthusiasm of its members but also to the *tidiness* of its operation.

Thanks to another great boat club, which started just as casually and modestly only four years ago, the boaters of Minneapolis and St. Paul are going to enjoy one of the finest marinas in the country.

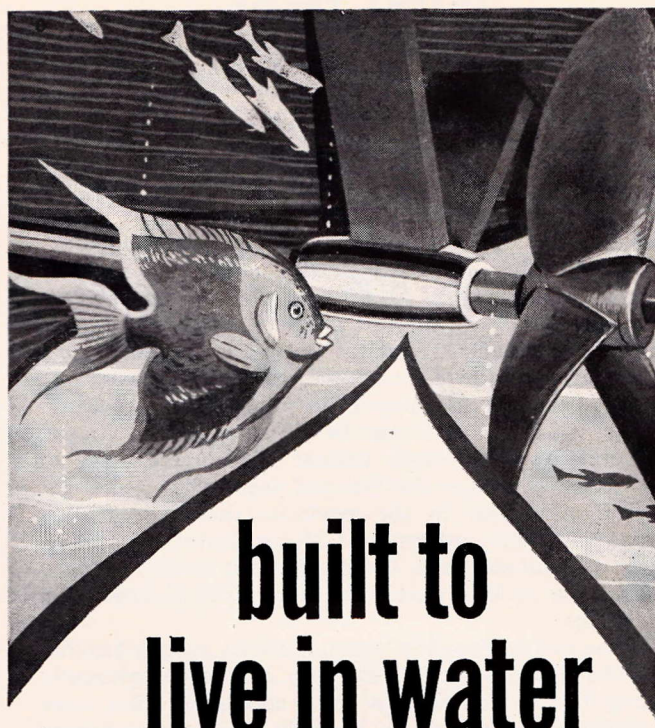
It all started in the summer of '52 when the Rev. Wallace C. Pomplun, then a minister in Minneapolis, used to cruise the St. Croix and Mississippi Rivers with his wife in a 14-foot outboard. Many other Twin City residents, he noticed, were equally enthusiastic boaters, and shortly the 10,000 Lakes Family Boating Club of Minneapolis-St. Paul came into being.

With the Rev. Mr. Pomplun as first commodore, the club easily attained its goal of 100 members (present membership, including auxiliary clubs, is considerably more than 1,000!) and went forward with more heady projects. First off, since members had to trail boats some 25 miles to Stillwater, Minn., or Hudson, Wis., 10,000 Lakes sought launching facilities nearer home.

With the help of OBC literature, 10,000 Lakes knew exactly what it needed in the way of launching facilities—but there seemed no possibility of getting them. Park officials, County Commissioners and City Councils in the Twin Cities listened respectfully to the club's arguments and came back with the same answers. There just wasn't the money in any department budget for launching ramps.

Then, when Cruise-Master Vern Rippen became waterways chairman for Civil Defense in St. Paul, things took a different turn. Supposing the bridges across the Mississippi were demolished by enemy attack and the channel

(continued on page 71)



marine bearings

This BJ marine bearing is just naturally at home in the water. It uses water for lubrication and to wash away abrasives, preventing damage and wear to the shaft. What's more, this bearing is made of materials that work their best in water—resilient, long-lasting rubber SUPER-BONDED to a precision-ground brass sleeve. Made for all standard shaft sizes from $\frac{3}{4}$ " through 3".

SUPER-BONDED Byron Jackson's new SUPER-BOND process creates a superior bond between rubber and brass sleeve under scientifically-controlled bonding conditions.

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BJ MARINE BEARINGS

BYRON JACKSON TOOLS INC.

A SUBSIDIARY OF BORG WARNER CORPORATION

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LUXURY YACHT

(continued from page 43)

betting on Germany's comeback, he got bargain prices and fast delivery as shipyards in Hamburg and Kiel filled a whopping \$70-million order. He also picked up a sizable fleet of surplus vessels from the U.S. Government.

With his shipping assets divided among 30 different companies and most of his 90 vessels sailing under "flags of convenience"—of such peculiar maritime countries as Costa Rica, Panama, Honduras, Liberia and Saudi Arabia—Onassis is able to cut costs and escape high taxes. He also has been able to snowball his profits, which have run as high as \$45 million a year before amortization charges.

Four years ago, Onassis became a celebrated figure to others than readers of the financial pages when he bought controlling interest in the syndicate that operates the Casino and other properties at Monte Carlo; Onassis, an expert on fiscal loopholes, had decided that tax-free Monaco would make an ideal world headquarters for his expanding enterprises.

Newspaper readers in a dozen countries became familiar with the modern-day Croesus who moved conspicuously among the rich and noble of three continents. They came to recognize the suave, sturdily-built man who numbered such disparate personalities as Churchill and Garbo (a frequent guest aboard the Christina) among his close acquaintances, water-skied behind a hydroplane and commuted 100,000 miles a year from home to office.

Late in 1954 Onassis suddenly began to run onto reefs all over the globe. The U.S. Government had accused him of acquiring his surplus ships by fraud—the provisions of the Federal shipping laws prohibit non-citizen control of United States flag vessels—and sued him for \$20 million. Peru seized five vessels of his whaling fleet for alleged violation of Peruvian territorial waters and demanded \$15 million settlement. An oil-carrying agreement signed by the Saudi Arabian Government and Onassis, giving Onassis what amounted to a virtual monopoly in carrying the country's petroleum products, brought world-wide repercussions as oil companies and shipowners rallied against him. Spyridon Catapodis, claiming that he had "agented" the Arabian oil deal for Onassis, charged fraud and brought suit for \$560,000 against him in Paris, New York and Washington. And the tanker market went into a sudden slump.

The fabulous Greek bounced right back. He paid a \$7-million penalty to the U.S. Government and has since satisfied the Government that his U.S. flag ships are being operated by corporations which are American controlled. The Peruvian hassle was settled for \$3 million, paid by Lloyd's of London, his insurers, plus \$1 million to Onassis for the ships' lost time. The agreement with Saudi Arabia has been modified and, while still under study in world courts, could eventually net him \$40 million yearly. The needling suit by Catapodis was dismissed by a French magistrate. And the tanker picture looks so good that Onassis recently placed an order for the first in a new class of tankers, a 100,000-ton behemoth, far larger than any vessel now afloat!

While his wife and children are American citizens, Onassis continues to retain an Argentine citizenship. "As a Greek," he says, "I belong to the West. As a shipowner I belong to capitalism. My favorite country is the one that grants maximum immunity from taxes, trade restrictions and unreasonable regulations."

Today, when Onassis relaxes on board the Christina, or on his latest acquisition, the sailing yacht Phantom, what is most likely to bring a smile to his lips is the thought that now-prospering Monaco, which can maintain its tax-free independence from France only through direct succession from Prince Ranier, is soon to have an heir.

Ari Onassis can afford to smile.—FRANK K. COFFEE

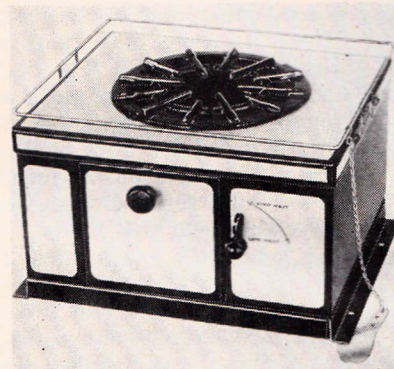
For the First Mate



BOATING-FAMILY CHRISTMAS

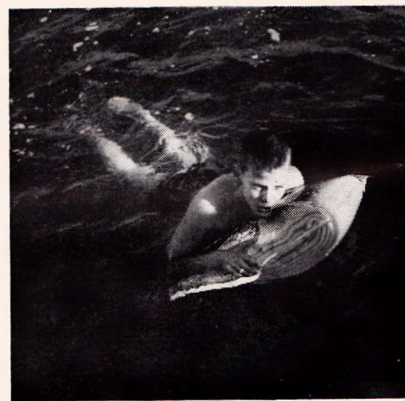
Some boats seem to become a member of the family, just as they bring to it a new kind of "togetherness," a new way to have more fun as a group. So at Christmastime it is pleasant to shop for new items that can add enjoyment.

Useful in the small-boat galley is Sterno's One-Burner



Galley Stove, which can be screwed down and has enamel finish and safety rail. It has high and low heat positions; \$27.50.

A brand new multi-purpose boating blanket has been announced by Lebanon of Tennessee Co. Made of DuPont's mothproof, mildew-proof Orlon, it should be ideal aboard boat all summer (and home all winter too). The acrylic fiber sheds water instead of absorbing it, and can be hand or machine washed. It is packaged in a transparent chart

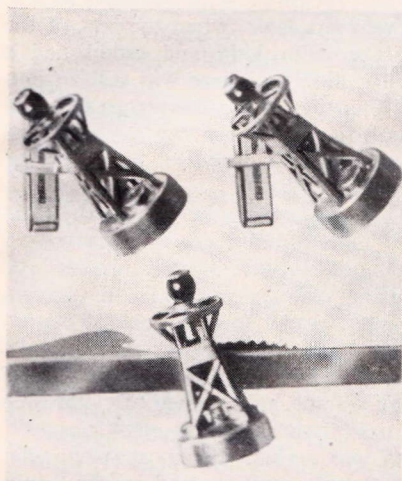


case that can double as an emergency float, as shown; can support an adult in the water. Colors are blue, yellow, turquoise, sand, white, and strawberry. Complete with case, it is under \$17.





For an afloat-and-ashore shoe for your skipper, E. E. Taylor makes a handsome model in pearl elk with Navy-tested non-slip "Tri-Vac" soles and heels.



Men's and women's jewelry with a nautical motif is made by His Lordship Prod. A booklet is also available. And Glenmore's Old Kentucky Tavern bourbon comes in a copied ship's decanter.



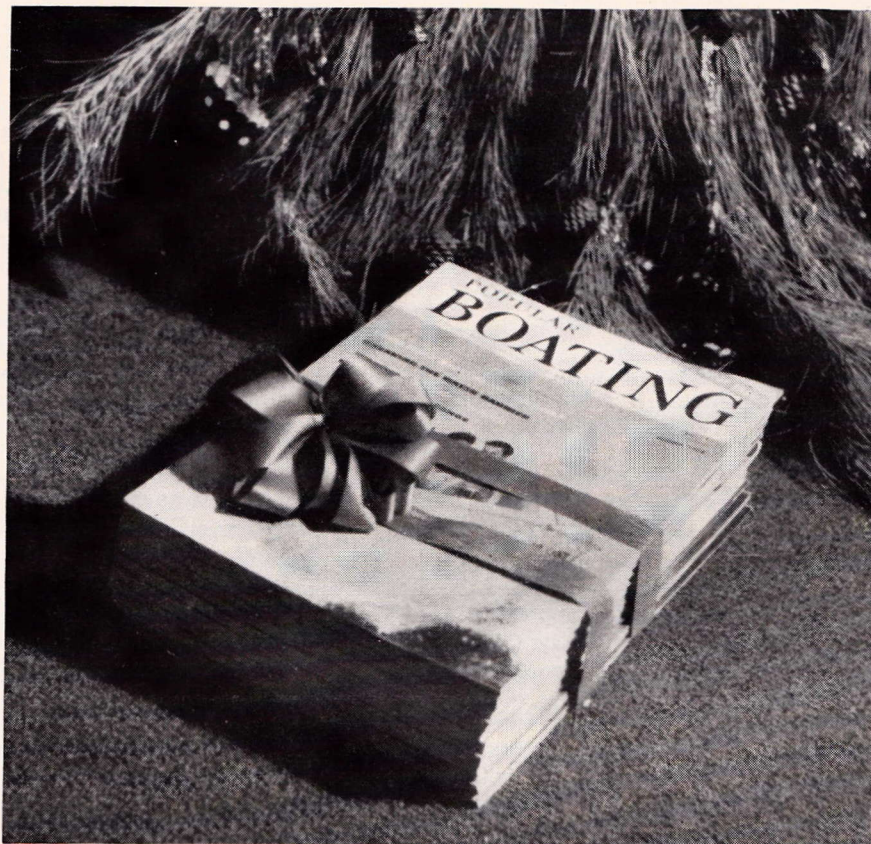
But any gift for your boat will please the whole family.—Grace MacNaughton

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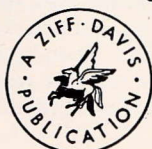
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Boatman of the Month

(continued from page 33)

Yet he does things very much his own way, and lets no mere royalty complicate his plans. When he recently took unto himself wife number four, he wanted a quiet wedding so he informed the Duke of Edinburgh he was not invited. "You'd attract crowds," he explained bluntly.

Uffa's present home and office is a remodelled warehouse on the quay at Cowes. Out of his window he can see the spot from which the Ark and the Dove sailed with settlers to found the state of Maryland. His boatbuilding shop is on the ground floor, and he lives in the rooms above, in a welter of antique furniture, old crystal and china, books, charts, and prints. Despite its up-to-the-minute pale green bathrooms, his house has an air of just having been struck by lightning.

Uffa's boatbuilding dates from 1914, when his father gave him an oak-tree that stood in their yard, with the proviso that Uffa dig it up by the roots. Before putting a spade in the ground, Uffa climbed all over the tree with a tape measure, designing himself a boat to make use of its wood. About this time, too, he was apprenticed to the Saunders Co., builders of fast power craft, and worked under Joe Porter, designer of Maple Leaf IV, one of the classic early speedboat record breakers. Today Joe Porter works for a guy who has been one of his greatest admirers for over forty years—his ex-apprentice, Uffa Fox.

After World War I, which he spent in the Royal Naval Air Service, Uffa did odd jobs of boatbuilding, ran a sea-scout troop, and jumped at the chance to take charge of the sails and rigging of the 35-foot ketch Typhoon when it sailed from Cowes to New York in 1920. It was Typhoon's balky auxiliary that gave Uffa a deep-seated loathing for marine engines. Sail, he feels, is always in perfect harmony with the weather, while a powered vessel shocks the elements by proceeding at full speed in a dead calm. To him this is sneaky and unfair. "Whenever Typhoon's engine ran," he later wrote, "it turned her from a clean, lovable, and happy ship into a dirty, smelly, and irritating vessel." If you must carry an engine, he advises, make sure it's in a compartment that's waterproof, fireproof, soundproof, and smellproof.

They made New York in 32 days, but Uffa had made no provision about getting back, or even keeping himself going until he could get a berth on an England-bound ship. He slept at the Seaman's Institute and spent his days in the Reading Room of the 42nd Street Library. Finally desperate, he determined to get home by stowing away on a liner. He picked his spot and stocked up with provisions. Unfortunately several other stranded seamen had the same idea, and on sailing day, as Uffa crawled stealthily into his hiding place, he got a hot reception from three other stowaways who had beaten him to it. As a result of the brawl all four of them were caught and slung ashore. Weeks later, a half-starved Uffa finally got back to England as a galley-hand on a freighter.

The two bugaboos of the designer who wants speed are skin-friction—between the planking and the water—and wave-formation. The faster a hull goes through the water, the greater the resistance it must overcome from the waves it makes. Speedboats cut out a great deal of resistance by planing with most of their hull out of water—but at the cost of tremendous engine power. It seemed outlandish to imagine that a boat driven by wind alone could rise up and skim along on its own bow wave.

Uffa had spent his apprenticeship working on record-breaking speedboats, and knew their hull lines by heart: knife-sharp bow and V-section hull, flattening out aft. The conventional sailing boat had a U-section hull, so that it would not lose efficiency when heeled over. Powerboats could use V-section hulls because they always travelled upright.

Uffa figured that if you could adapt a speedboat hull to

a sailboat, and if you could put enough canvas on her, you could get a sailboat to plane—provided you could figure out a way to sail her at all. He knew he could do the necessary building: he was a topflight boat builder. Nor did he let false modesty blind him to the fact that if it floated at all he could sail it.

Even though the sailing dinghy he planned was scarcely larger than a rowboat, it was a risky investment for a young freelance like Uffa, who, by the way, had a talent for financial difficulties. He compromised on his innovations so as not to scare away potential buyers once the boat was built. Ariel had a hull halfway between his revolutionary V-section and the conventional U-section. Although he did find a buyer for her after she won every race in her class, Uffa was not altogether satisfied with her performances. He built another dinghy, closer to his ideal design, and called her Radiant. After winning races with her he demonstrated the seaworthiness of this light, undecked, fourteen-foot sailing dinghy, topheavy with canvas, by winning the perilous Round-the-Island race, a 55-mile circuit of the Isle of Wight which had previously been confined to sea-going craft. Twenty-five years later, when the rest of the yachting world caught up with Uffa and established a Round-the-Island race for dinghies, there was still an outcry that taking a small boat into those dangerous Channel waters was suicide. As it happened, the weather was kind in 1953, and no contestants were drowned, but informed opinion considers them just lucky.

With Radiant successful, Uffa knew he was on the right track, particularly since his reputation as a fine boatbuilder was beginning to get around. But he was becoming less and less interested in building ordinary dinghies to conventional lines, and nobody was eager to order one of his unconventional models until they had seen one race. Finally he was forced to gamble everything he had and build Avenger, his first 100% planing hull, named after the ship in which his seafaring grandfather was lost off Africa.

What happened then was perhaps the most spectacular upset in racing history. Avenger was entered for the Prince of Wales Cup, the Derby of small-boat sailing. On a course only two miles around, Uffa lapped fourteen of his competitors to take the cup by a clear five minutes! At the end of the season he had sailed Avenger in 57 races and his record has become legend: three thirds, two seconds, and fifty-two clean firsts! Seven years later, the first fifteen boats to finish in the Prince of Wales Cup Race were Uffa designed and built.

As an encore after his first big season, Uffa loaded the little dinghy with 350 pounds of provisions, and with a crew of two sailed her across the English Channel to Le Havre, France, where he won three races in two days. Coming back to Cowes they hit rough weather, and it took them 37 hours to cover the hundred miles of heavy sea. After that nobody could say Avenger wasn't seaworthy.

Naturally no tyro could have taken even so well-designed a dinghy as Avenger into the open channel and expected to live. Uffa's judgment at sea, though, is practically faultless, and his reactions so swift as to seem instinctive. He always has the experienced sailor's respect for the sea, which he says will search out any weakness in a design and punish a craft for it. Although he designed the airborne self-righting lifeboats used by the 8th Air Force and the R.A.F. during the war, the idea of a self-righting boat goes against his principles of seaworthiness. An ordinary boat, handled with even a minimum of intelligence, he feels, is far less likely to capsize in the first place.

He doesn't hesitate to snub even exalted yachting figures if he feels they are getting uppity toward the sea. Once, as a featured speaker at a banquet celebrating the changing of some class rule, he was assigned the topic: "The Boats to be Built in Ten Years Time, and How This Rule Will Affect Then." Another designer was asked to speak on how the rule would affect craft to be built in the next year. He described drastic improvement in design, sailing, and

(continued on page 74)

(continued from page 67)

blocked? In that emergency, only portable boats which could be trailered along the opposite shores could provide river transportation.

Now, with the cooperation of St. Paul's Mayor Joseph Dillon, the authorities moved in, and the City Engineers, Park Board and Department of Public Works began developing launching ramp facilities at Harriet Island, fronting on the Mississippi, near the St. Paul business district.

Already, there is an 80-foot-long launching ramp, 35 feet wide, which can handle equipment up to 20 tons, being constructed of airplane landing mats and concrete with a heavy rock base. In the next two to three years, there also will be athletic fields and swimming pools on the island, a new yacht harbor accommodating some 100 boats, from 60-footers down to small outboards; parking for either 236 cars or half that number with trailers; tennis and horseshoe courts, wading pools, sunbathing area and yacht club with docks.

It sounds—and will be—just about ideal, but the project had started on a grimmer note which was not to be forgotten.

At 8:30 A.M. one Sunday, in response to calls from their club officers, the 10,000 Lakers turned out at the Harriet Island launching ramp with their trailer-borne boats and found that the following had (theoretically) happened:—

The business sections of both Twin Cities lay smoking and devastated from enemy attack. Transportation-communication was disrupted, bridges over the Mississippi knocked out. The yacht clubs and commercial boat yards along the river couldn't help; they, too, were in ruins.

Now it was the 10,000 Lakers' baby. Only the small boats which had been dispersed in garages and backyards through various residential neighborhoods had survived the holocaust ready-and-able for the job ahead.

For the next four and a half hours, in a "Minnesota Dunkirk," the boats of the 10,000 Lakes Family Boating Club came through. They evacuated the "wounded," ran vital messages, delivered food and medicine. At 1 P.M., well satisfied with what small boats could do in a big war, CD declared the situation under control.

While this was probably the most dramatic demonstration of its kind, other clubs interested in this absorbing and patriotic activity can make similar plans. CD has now officially recognized small boats in a plan for "the organization of privately owned small water craft for civil defense emergency purposes." For further information, write to the Federal Civil Defense Administration, Washington 25, D.C., or to the regional or local offices of that agency.

Certainly it's mighty enheartening that the clubs, though organized primarily for fun and recreation, are taking their civic responsibilities so seriously. And usually the two—fun and responsibility—work together for better boating for all.

For example, though organized only six months, the Wickford Outboard Boating Club in Rhode Island persuaded the Town Council to take a moderate stand on water "speed." A restrictive, 10-mph speed limit was repealed in favor of a law which decrees "safe and reasonable speed with due regard to weather and harbor traffic."

Unfortunately, some individual speeders give a black eye to all boaters, and it is the clubs which try to deter them. In Orlando, Fla., where a 6-mph limit has been set for the canals of the Lake Butler chain, the Orange County Sportsmen's Association urges its membership "to help curb the speed boys before drastic laws hit the innocent as well as the guilty." An OCSA news letter, pointing out that several states now have laws limiting outboard motors to 7 h.p., warns, "It could happen here!"

But, just as fortunately, the clubs get across the idea of constructive boating to their public officials through many fine and unusual projects. One example is the search-and-rescue squad maintained by many clubs throughout the

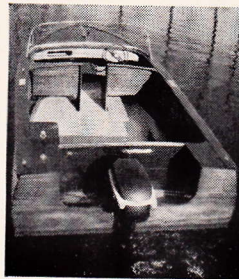
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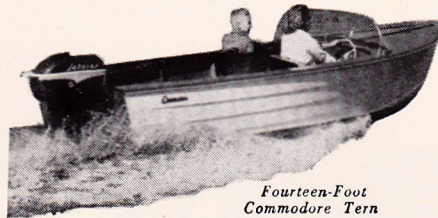


Spacious cockpit of the Commodore 18 Angler is typical of the Commodore fleet.

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LATEST PRICES**



(continued from page 70)

seafaring in general. Just when everybody began feeling puffed up with their own importance, Uffa cut them down to size again by saying that boats in ten years time would look much like boats today. The winds and the sea would remain the same, even though the high and mighty yacht club had altered its rule. And, he added acidly, though it is true man is getting weaker through the ages, there wouldn't be any noticeable difference in only ten years.

While Uffa is apt to be ceremonious in his treatment of the sea, he has no time at all for the regamarole of yachting etiquette. He believes in getting down to the essentials of good sailing. Yacht race courses are usually complicated, and sailing directions apt to fill a large sheet of paper with small type. For a seaman of Uffa's caliber this is just nonsense. Recently elected to the committee planning a Round the Isle of Wight contest, Uffa produced sailing directions historical in their brevity. "Round the Isle of Wight, leaving it to starboard," he wrote.

His unconventional approach extends to construction methods: he is always among the first to try something new. As far back as 1933 he used molded plywood hulls—called "Boneless Wonders" because plastic bonding hadn't yet developed enough to keep them from slumping out of shape. Nowadays all his dinghies are produced in molded plastic. The expense of making new molds might slow down future hull development, but unless another designer as revolutionary as Uffa comes along, nobody seriously expects any improvements except possibly in rigging.

When Britain's Royal Yachting Association published specifications for a national 12-foot class for those who couldn't afford International Fourteens, Uffa announced that as he had his hands full turning out the large craft he would leave other designers to develop the Twelves. However Uffa is well known for saying one thing today and doing something else tomorrow. The National Twelve, though expected to fill a definite need, was in danger of falling flat because nobody wanted to take a chance on building one if there was the remotest possibility that Uffa might get down to his drawing board and cut every existing Twelve to ribbons with a few strokes of his pencil. Finally a yachting magazine broke the deadlock by commissioning Uffa to design a National Twelve for its readers. This little vessel, the Uffa-King, his British yachting like a buzz-bomb. In a few years it became the most popular craft in Britain, and, although designed for British waters and confined almost entirely to that country, has become the largest restricted class in the world. Intended as trainers for people who would later go on to International Fourteens, the little Twelves turned out so lively that helmsmen tend to stay with them until they are just too old to race.

Uffa actually built only two Twelves himself, but his plans were so thorough and well thought out that today's winners differ very little from his original designs.

With the dinghies taken as far as they can go, Uffa has recently turned his attention to keelboats. His Flying Fifteen, despite her 400-lb. keel, is as perky and responsive as a planing dinghy. Nobody knows yet how big a boat can be made to skim over the water: Uffa's Flying class goes up to 50-footers. His Flying-35, with sleeping accommodation for seven, will plane, and, he says, do twenty knots. As it has half the displacement, half the sail area, and half the wetted surface of an ordinary 35-foot craft, it can be handled by one man who—here comes another Uffa touch!—sits in a riding saddle, with his feet in stirrups. An enthusiastic horseman, Uffa considers the saddle the most comfortable seat ever invented.

Two of his more conventional business competitors were discussing him not long ago. "If Uffa'd only had a proper college training in marine architecture," one of them sighed . . .

" . . . He'd have given us a damn sight less trouble!" added the other.

No screwball genius ever got a nicer compliment.

—MERWIN DEMBLING AND PETER EISTOB

(continued from page 71)

country to help policemen, firemen and sheriffs in the grim business of finding lost and drowned outdoorsmen.

An affiliate of the Arkansas Power Boat Association, the Texarkana Boating-Racing Club boasts a squad which, turning out any hour of day and night in any kind of weather, operates with the speed and know-how of professionals. The squad was organized about a year and a half ago when the Sheriff appealed to the 75-member Texarkana club to furnish boats and equipment in searches for drowning victims.

"Most all the calls for assistance come in the middle of the night," observes Joe McCall. "Any time my phone rings after 10 P.M., I hold my breath!"

To stop such calls as much as possible, the Texarkana Boating-Racing Club maintains a side project. Over the local radio, the club conducts a weekly 15-minute program which stresses water sports—and particularly water safety. With the help of local newspapers, three radio stations, a tv station and the Boy Scouts, it has just wound up an all-out safety campaign.

On the happier side, Texarkana is anxiously waiting for a new, \$37,000,000 dam (which will cover 40,000 acres at low level) to fill up, so it can go ahead with a clubhouse and docks on the dam lake.



This club organized and sponsored a boat show.

Even if a new club doesn't feel yet up to Texarkana's formidable program of search-rescue-and-safety, there is another well-organized way to learn safety and water know-how. Organized 42 years ago, the U.S. Power Squadrons, a non-profit group with 30,657 members and 197 squadrons, offer free courses to outboarders, inboarders and sail-boaters alike.

In Florida, the Tampa Power Squadron dispatched its lecturers 30 miles to instruct a pilot class of 24 outboarders in Lakeland, Fla. They formed the first all-outboard squadron and are passing on their lessons to other Lake-landers. Similarly, after forming its own squadron, Tallahassee sponsored a unit in Bainbridge, Ga., and worked with another group in Quincy, Fla., outboarders comprising 90% of the three units.

(If you want to enroll for the free instruction, either as an individual or as a club group, write to the National Headquarters, United States Power Squadrons, P.O. Box 510, Englewood, N.J.)

In quite a different way, Trinity Valley Boat Club, down near the Gulf Coast in Liberty, Texas, has been discharging a civic duty—conservation. The club plugs unceasingly for protection of fish, oysters and shrimp and makes its views felt where they will count the most. Not only does Trinity work closely with its State Representative, but the

club's Conservation Committee takes off time from work to attend legislative hearings on bills affecting the netting and shrimping laws.

As a matter of fact, Trinity is so concerned about conservation that it was on the verge of starting a statewide association to pool the power of all boat and sports clubs through the state. Then it found that such an organization was being formed, and sent a representative to San Antonio for the charter meetings of SCOT, the Sportsmen's Clubs of Texas. SCOT emphasizes that "the wild life resources of Texas have an economical, recreational and social value which should be restored, conserved and perpetuated by ourselves and for our posterity."

With a present membership of 35, Trinity has revised its bylaws to stress conservation and halved its \$10 membership fee to attract all sportsmen interested in the same goal. "We expect to substantially increase our membership as a result of these changes," reports Mrs. Marie Monk, the secretary.

In all these endeavors, the secret of club success is *co-operation*—with public officials, fellow sportsmen, boating dealers; yes, and your own boss, too, who may be a secret water enthusiast.

In Hamilton, Ohio, 44 employees of Bendix Aviation Corp. operate their own Bendix Boat Club on a two-acre site owned by the company. Early this year, the club plotted an over-ambitious expansion program—at least, it seems over-ambitious if you don't know Bendix. There were to be a new 40-foot dock, improvements to the clubhouse and parking area, drilling of a well, landscaping. By the mid-summer season, more than 80% of the program had been carried through to completion!

Like Trinity and many others, the Bendix club crusades for conservation of natural resources—in its case, the cleanup of the Great Miami River in its area—but fun isn't forgotten for a moment. Cruises, fish fries, picnics and Halloween parties follow one another, and Albert J. Tabler, the club's publicity chairman, reports:

A natural ally for any club is the local marine dealer, who also wants to encourage more and better boating. In the area around Washington, D.C., eight dealers set up a promotion committee which promptly led to the formation of the Outboard Club of Washington, D.C. Headed by Commander Robert C. Wing, U.S.N., of Arlington, Va., the club is crusading for municipal and private launching sites and against pollution of the Potomac River.

In Illinois, the Prophetstown Boat Club recruited support among outboard equipment dealers there and in nine nearby communities for the club's highly successful outboard show this year. Even the kiddies were not forgotten. While Dad and Mom inspected the latest in boats, motors and equipment, they enjoyed pony rides.

Of course, putting on such a show involves headaches in arrangements, and sometimes unforeseeable headaches. When the Tri-County Outboard Boating Club staged the first annual Central Jersey Outboard Boat Show in Plainfield, N.J., there were such problems galore—and only 29 club members to solve them.

The club decorated the Drill Room of the local Armory, blueprinted the location of the booths, kept up a drum-fire of publicity and even had a special ramp constructed so that the boats could be hauled by jeep 11 feet up from ground level to the Drill Room. (One 18-foot cruiser with exceptionally wide trailer almost rolled off the ramp, which then was widened.)

Opening night, more than 500 visitors turned out, and then the fickle March weather double-crossed the boaters. Heavy snow and sleet kept the Friday night attendance down to 200, and the faces of exhibitors and club members were glum. Saturday, last day of the show, road conditions still were miserable. But more than 800 turned out!

Maybe just because the weather was so bad, sales were good among the winter-weary spectators, the dealers were pleased, and the club made money. It certainly earned it.

(continued on page 80)

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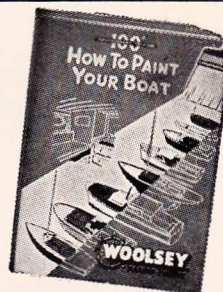
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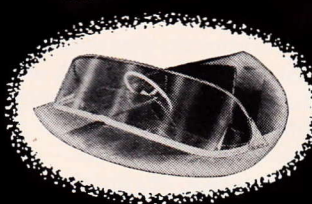
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HOW FAST IS YOUR BOAT?

(continued from page 49)

If you have such a course or can install one in waters similar to those in which interested skippers will normally operate their boats, so much the better. I always rated a course along the shores of the upper Chesapeake Bay as an excellent one. True, much of the time the seas were slightly choppy or even downright rough, but this was the kind of water my boat would be running in when an August rain or October fog blotted out landmarks and buoys and made me resort to compass, protractor, dividers and chart, plus the speed curve I had established for my boat at various engine speeds. I did have another speed curve from test runs made in smooth water days for reference when smooth water did prevail.

Simplest of standard miles would be one with two pilings set a mile apart in water deep enough for your boat. In the run of one mile for nearly every boat there is little practical need for the pinpoint accuracy you can get when you flash past the projection of a two marker range at either end of the course. You can run close to each piling, and the time when you click your stop watch On and then Off will be accurate enough.

To establish a good speed curve for your boat you should have the following:

1. Your boat laden normally; gas load, passengers, and supplies.
2. Your boat's bottom in normal condition.
3. A tachometer on your inboard engine or outboard motor.
4. An assistant, with stopwatch, pad and pencil.

Each run at a certain engine speed should be made twice; once "upstream" and once "downstream." In this way you compensate for currents. You should enter the course at the speed you wish to maintain for that run. In your high speed runs make your turn a wide one at the end of the first run so that the speed lost in the turn will be regained by the time you re-enter the course. Maintain your boat's course carefully; keep it at right angles to the projections of the two pairs of ranges. If you must make a turn or slow down during one run, cancel the run but go back immediately and repeat it at the speed in the same direction in which it was flubbed. This is important, for if there is a current running it may change if you put off the corrected run until later. Start a pair of runs with or against the current; it makes no difference.

For the cruising boat the following speeds are suggested for making runs:

Top speed. Fast cruising. Medium cruising. Slow cruising. "Cautious speed" (at which you might run in a fog or blinding rain). Trolling speed (if you do much fishing that way). Also suggested are several runs made just after the boat has planed.

All bets are off if your mathematics are wrong, and the gravest error is made if you add the elapsed times of your up and down current runs, divide by two, and then compute your speed from the results. Surprisingly, a number of skippers do just that. What you must do is time each run and compute the boat's speed. Then, taking the boat's speed upcurrent and its speed down current, you average them. It's like this; assuming for ease of arithmetic that you have a boat doing 7.5 miles an hour through the water, with and then against a current over the bottom of 2.5 miles an hour.

Elapsed time out: 6 mins. speed 10 mph.

Elapsed time back: 12 mins. speed 5 mph.

If we take, incorrectly, the averages of the elapsed times, we get a speed of 6 $\frac{2}{3}$ mph. whereas the boat's actual speed through the water was 7.5 mph. or the average of the computed speeds of 10 and 5 mph. respectively.

Remember, what you want is your boat's speed *through the water*. Currents vary from place to place and time to time. Your boat's speed over the bottom or past the shore

must be computed on the spot and at the time you want to determine it, with the help of a current table, current charts, or current diagram.

Having computed your boat's speed at various engine speeds or other aspects you can either make a speed curve or a table. An accompanying diagram shows how this may be done. The same results could be shown this way in tabular form.

Rpm	525	800	1300	1800	2000	2300	2600	3000
Speed	4.0	6.0	9.25	10.75	12.75	16.5	20.5	24.5
Speed Gauge Reading	4.0	6.0		11.3	12.9	16.8	21.0	25.0

Understand, the speed curve, and the table shown above, are merely typical of one size and design of boat; probably not yours. Several charter boat fishing guides in my area, who operate their boats about 1500 hours a year, made extensive speed and gas consumption tests of their boats. All got different results. Some found it more economical to run at almost full throttle on a miles-per-gallon basis; others at speeds down to easy cruising.

After you have your speed curve established, you might well run gasoline consumption tests at the various critical speeds, if you're interested in economy. If you're a trolling fisherman, of course, you are interested mostly in the best speed the big one will latch on to your lures, and miles-per-gallon means nothing.

Your most frequent application of your boat's speed curve may be made either on long cruising runs or when you're running blind in periods of low visibility. Many skippers have a tendency to "turn too soon." It's not due so much to the skipper overestimating his speed as to impatience and wishful thinking and hoping that he's reached the place where he has to change course, or drop anchor, or cut speed and take soundings near shore. Overestimating the boat's speed could be due to establishing the speed curve under ideal conditions, with smooth water, boat lightly loaded and with a smooth bottom, but then being caught out in bad weather in a heavy sea with the boat well loaded and with considerable marine growth on the bottom shaft, and propeller. You have estimated the current correctly and set the compass course. You're following it faithfully, at "cautious cruising speed" trottle setting. Let's say it's at 800 rpm which gives you a speed at 6 mph or knots from your previously established curve. Only this time you're making about a mile an hour less. You don't want to believe you're losing that much speed through the water. You hate this blind piloting in the slashing rain. So you figure you're at a certain buoy, or other critical point long before you reach there. Which may mean much.

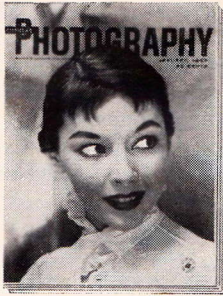
Any number of boatmen have gotten into trouble because of wishful thinking in an emergency. The temptation seems always to disregard your previous calculations and go by what you "feel is right." This can work for the professional fisherman with experience, but not us.

In predicted log races, the skipper precomputes his course around the various legs, in advance. He is not allowed access to a timepiece during the race but an observer goes along and checks the errors the skipper has made as he passes each buoy or other checkpoint along the route. One of the toughest of such courses is in Puget Sound where terrific currents are encountered and must be figured out in advance of the race. Heavy seas may be found part of the way; reasonably smooth ones the rest. Some of the finest navigation in the pleasure boat world is performed by skippers in this race. For in a predicted log race the winner isn't judged by speed. It's won by the skipper-navigator who knows his boat's performance under varying conditions, with a big assist from the man at the wheel who can steer a compass course without wandering all over.

The careful and accurate skipper may establish his speed curve even before he checks his compass. I've seldom found as much deviation in an originally installed compass as I have in the average skipper's idea of his boat's speed.

—ROLAND BIRN

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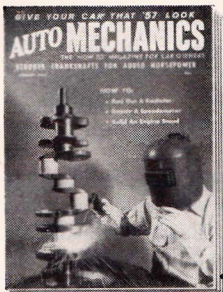
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ON SALE DECEMBER 11

The first air-cooled engine to be made in America in 22 years is in production. You won't want to miss reading about it in January SPORTS CARS ILLUSTRATED. In addition, you'll enjoy the complete technical breakdown and cutaway of the MG that recently set a new speed record at Bonneville.



ON SALE DECEMBER 13

Strange things have been going on under the hoods of experimental automobiles. Here's your chance to learn about unusual "odd-ball" engines—developed to increase efficiency, but not yet in mass production. Be sure to read about them in January AUTO MECHANICS.

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DARK OF NIGHT

(continued from page 51)

perienced all day. In haste, fatigue and ignorance, we had overlooked the possibility of a tide or surface-wind change. It was a lesson learned too late, however, for *Jug* was swallowed in velvet almost before we could get a final cross-bearing on visible lights.

Moreover, the same mists were rolling on and enveloping a heavy, deep-sea freighter whose outbound course down the Chesapeake Bay crossed with ours only hours away.

Aboard the *Jug*, however, we compounded our first mistake with a second. Trying to grope back through the fish weirs to the Piankatank seemed more hazardous than staying out in the Bay and rolling up the middle. All we had to do was sweeten up our piloting and be extra cautious about sounding and listening for fog signals. We had yet to learn there is no safe way to operate in fog.

Down in the comfortable yellow light of the cabin, I confidently plotted our last cross on the chart and lay a course for the distant Great Wicomico river. If we could find the bell buoy that lay almost directly offshore the mouth, we would take a definite point of departure for the short run toward the light that sat just off the northern lip of the entrance. From there we could sound our way up to safe anchorage.

Jug clattered along through an inky world barely big enough for her stubby 30-foot length. Although he was barely 20 feet way, Tom was invisible with naked eye or aid of flashlight. You could almost reach out and touch the spot where the torch's beam faded away, while every flash of light cast your own eerie shadow on nothingness.

Once or twice we swerved to avoid phantoms that appeared before Tom's eyes only to dissolve again, but other than that we simply sat and ploughed blindly along in the night. It was almost 10:30 when Tom first heard the steamer.

"Mendal . . . !"

I shut the engine down and listened. For some moments we ghosted in silence, and then came a deep, shuddering blast, faint and far up ahead. At almost the same instant we heard the distant clang of our bell buoy.

"What do you think?"

"Well . . . let's go on a little way first."

Slowly, the clatter of the motor resumed, but it wasn't the same. The night was no longer empty.

I could imagine him . . . a towering black freighter with lights obscured by the mist . . . foredeck lookout crouched under the fillet to keep dry, confident the mate could not catch him . . . the Old Man and the pilot squatting on tall stools by wheelhouse ports while the mate scanned the radar . . . and none of them expecting a chip like *Jug* to be out in the Bay. We probably didn't make a dot on the radar anyhow.

"Tom!" I shut down to listen again as he came aft. Before he groped down into the cockpit, we heard it—definitely closer.

"Listen, he's probably running for the same buoy we are if he's got radar. Let's not take chances. If we check our time and run 90° off his course inshore, we can run our time back and find the buoy again after he's gone."

"Yeah," Tom said soberly. "Besides he may not have radar."

He looked at his watch, and we swung off for the beach. While we were still gathering way, another blast sounded very close, as if the steamer had literally leaped five miles closer in just seconds. We began to doubt our ears—the fog was playing tricks with sound.

"Let's get out of here . . . !"

Jug's calm, deliberate fog maneuvers abruptly took on an air of uncertainty. We didn't question our reasoning, it was just that the steamer was so much closer than he had been only moments earlier.

We ran three aching minutes and shut down to listen. Immediately the deep horn sounded from across 50° degrees' range abeam and closer.

"Is he ahead or behind us?"

"Sounded like dead abeam to me."

"Can't be . . . !" All the same, *Jug* jolted forward again.

We were rapidly losing all confidence. We heard the horn but it came from nowhere and everywhere. Maybe he was a mile or so shoreward of his normal course. Maybe he didn't have radar. I stood up to steer now, and everytime a new doubt crossed my mind I swerved indecisively. Tom hung tensely to the shrouds abeam.

We chugged along at what seemed pitifully slow speed. It was like dreams of fleeing some dread and being unable to move your feet.

Finally we shut down and listened.

There was nothing.

The hair began to rise along the back of my neck. The signal was overdue.

"Hear anything?"

"Nope."

"Listen, dammit!" . . .

"I am listening . . ."

Then we heard it, no whistle, no horn, but the low rumble of water as a blunt steel bow curled back the cold surface of the Bay. Just silence and that rolling of water tracking toward us.

"Where is it?"

"Abeam."

"Ahead a little bit?"

"Abeam!"

"It's ahead, can't you hear?"

I kicked the throttle and spun *Jug* in her tracks. All the time we had been running inshore we had been intercepting, not avoiding him. The steamer was over a mile inside normal traffic routes.

"Keep listening . . . !" But it wasn't necessary.

The fog shook as the steamer's horn erupted seemingly from *directly overhead*. He was everywhere then, you could hear the high whine of the forced-draft blowers, the thud-thud of the bronze screw eating into the Bay, the clank, rumble and rush of a freighter.

I panicked and swung the *Jug* on a new course. Maybe we were running dead before him or maybe we were converging or edging slightly away. My last thought was that by running with him we gained a split second in which to swing when he became visible, if he ever did.

The blackness became deafening. We could hear every crash and roll of the bow wave. I steered looking over the stern expecting to see that pale wall of water sweep over the transom at every instant.

Suddenly *Jug* rolled out from beneath us, down into a deep trough of water with the sound of a hundred different crashes from inside the cabin. Toylike then, we rose up on a curling wave and pitched to the other side.

The rumbling bow wave swept by abeam and a little ahead. There was a stir of air and then the huge screw chopped by us. In the whole encounter we had seen nothing at all.

The noises of the steamer had almost died away before we said a word. I picked up my wits again sitting limply in the cockpit hanging on to the tiller and staring stupidly at the compass. We were headed back to Norfolk.

"Mendal," Tom said very, very deliberately, "I heard the bell."

Some distance away the buoy gave a mournful peal as it rolled in the steamer's wake. Two hours later we tossed the anchor out into the blackness of the Great Wicomico.

"That's the last time you catch me running in fog," I said.

"It was close enough, all right."

When we woke up at noon it was sleeting and raining out of the north again and we lay around the cabin the rest of the day playing Gin.—MENDAL JOHNSON

FISHING FOR ALL

(continued from page 13)

But after the boy progresses out of the pole and line class, then what? The answer inevitably must be, as supplied by the trend in fishing, buy him a good, medium-priced spinning kit, which will include a nearly indestructible fibre-glass rod.

Except for trout stream fishing, spinning tackle is the most versatile for all-around sport; it is the easiest to use, and the most productive. Later on, add fly-fishing equipment or a plug-casting outfit, but for the start, spinning tackle will fit best in most places.

A youngster approaching his teens can learn to use spinning gear with little instruction and practice. The sheer simplicity of a mechanism has all but revolutionized most of the fishing in this country, both inland and at the shore.

Spinning tackle will not perfectly fit all conditions, but it will prove the most suitable for most. A complete outfit such as the Mitchell Cap kit, contains every necessary item at small cost. Don't make the mistake of putting into the hands of a youngster worthless gear that you could not use yourself. Between the expensive tackle and the cheap trash is a safe middle ground that will please him.

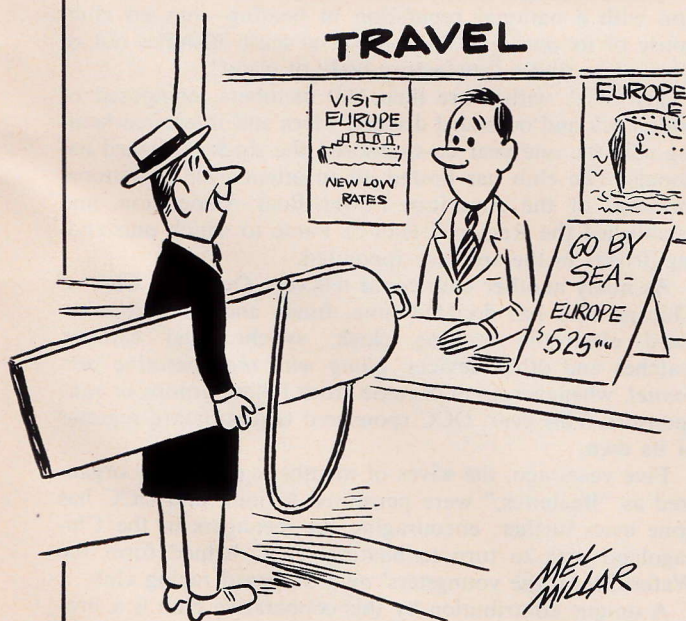
After a while he will find his own way, perhaps spinning some of the time, fly-fishing when trout streams call for this, trolling and plug-casting where this fits better. The point is, if he enjoys the beginning he probably will stick to it right on through school—and in later life—in keeping with the Outdoor Education program that seeks to get more Americans out-of-doors and into boats and camps for better health and happier days.

You might set down some viewpoints for a youngster about like this:

1—Fish with sportsmanship the way you play games; 2—fish for the enjoyment of fishing and being out-of-doors; 3—fish whenever and wherever you can; 4—take care of your tackle and your boat; 5—don't fish with the idea you must catch the most fish and the biggest fish.

If this seems to suggest that catching the most fish and the biggest fish is the least important part of it all, that is the way it should be. ♦

POPULAR BOATING



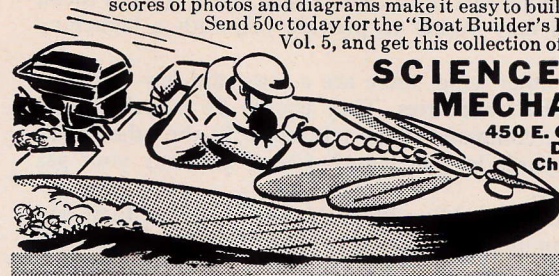
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Do Not Miss
The Subscription
Offer On Page 69

(continued from page 75)

Like many clubs, Tri-County still has one important piece of unfinished business. As Commodore Everett T. Wiggins explains, many boat yards still do not appreciate the fact that launching ramps would be an asset to them.

"Some of them consider small boat launching a nuisance for various reasons, one of which is their lack of sufficient parking space for cars and trailers," he points out. "Others have the feeling that if you didn't buy your rig from them, why should they bother to provide you with a launching area."

"On the other hand, there are a few—too few in fact—who welcome trailer rigs. They charge \$1 launching and parking fee, compared to the fees up to \$5 the other yards ask. Some yards let you launch free if you buy your gas and oil there."

Tri-County is tackling its problems two ways. First, the club is compiling a directory of available launching areas within an hour and a half driving time. Second, the area is being carefully scouted for a site which the club can purchase for its own use.

If your organization is similarly looking for a home of its own, there are two ways of going about it. You can either make private plans or, perhaps, work out mutually satisfactory arrangements with your municipality.

In San Diego, Calif., for example, the Harbor Department constructed a \$16,000 clubhouse and \$3,000 concrete launching ramp on Shelter Island after the San Diego

Outboard Boating Club had agreed to control the ramp, police the area, give help to boaters and enforce safety rules.

On the other hand, you might follow the example of COBRA in Cincinnati, O., which has found and financed its own 15-acre clubsite on the Ohio River, about two miles east of the city limits just off U.S. Highway 52.

More than two years ago, COBRA—the Cincinnati Outboard Runabout Association—started a piggy bank called the "Land Fund." From parties, dances, raffles, dues and gifts, plus sale of clothing carrying the club insignia and advertising revenue from the club publication, "Cobra Tales," the profits kept rolling into the "Land Fund"—and unlike most piggy banks, this one was not emptied ahead of time.

Once there was a sizable accumulation, the members were canvassed for their sentiment on the size, cost and location of a site. Next, committees went to work to look for a site and for further financing. Being a non-profit organization, COBRA had to be legally wary in the way capital was raised. A lawyer member advised the club how to avoid trouble, and it was decided that 10-year, \$100 debenture bonds paying 4% interest would be issued—to COBRA members only.

Members were instructed to come to the critical meeting "armed with your checkbook or cash to purchase your bond or bonds." They obeyed, buying some \$2,000 worth that night. Along with the "Land Fund," this gave COBRA the financial green light.

Meanwhile, another committee had found a boating Shangri-la on the Ohio, and a short term option was taken on 37 acres of land. At a special meeting, the members okayed the site, but finally decided that 15 of the acres would be enough, and final steps toward the purchase were completed.

The job isn't completed, of course. In all, for the land, clubhouse, launching ramp, mooring facilities, parking area for 400 cars and trailers, not to mention a playground and picnic area, an estimated \$15,000 will be needed. But COBRA, having done the spadework, is confident.

"We still have a long way to go before the whole project is completed," says Commodore Wilson Crawford. "But the biggest job is done, and now it's just a matter of time. We're well on our way to achieving our goal."

Obviously, a clubhouse of its own takes No. 1 priority on the agenda of just about any new outfit being organized. But if lack of cash or available waterfront space delays you, there's no reason to become disheartened. The 14-year-old Outboard Club of Chicago—a model organization with a national reputation in boating—has no clubhouse of its own and must travel at least 50 miles out of Chicago to find a satisfactory body of water!

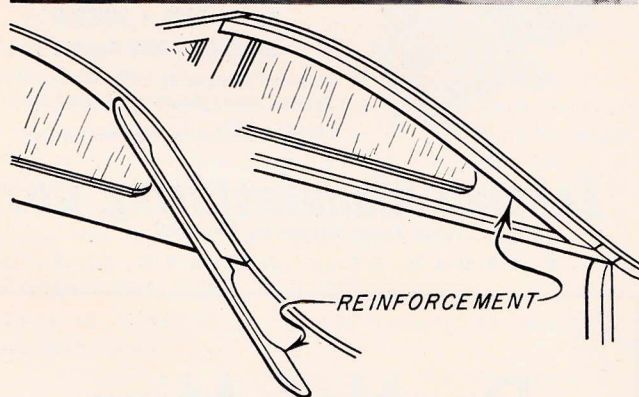
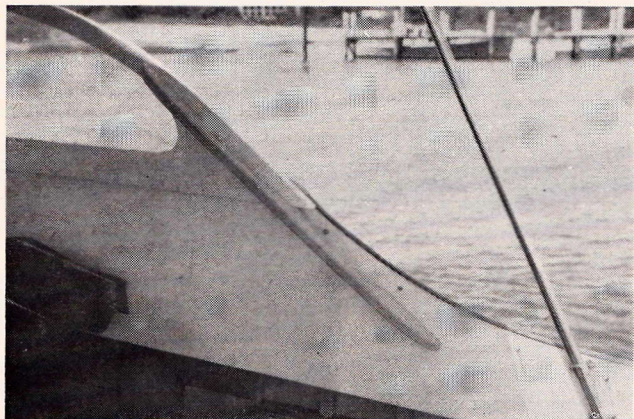
Yet OCC, with more than 100 members, composed of both stock and outboard drivers, wives and interested boating cohorts, one year co-sponsored the stock outboard nationals. The club has hosted all in attendance at national meetings of the American Power Boat Association, and established the Region 7 Hall of Fame to which outstanding drivers in the area are appointed.

As many another club could tell you. Outboard Club of Chicago also has donated time, funds and its well-publicized electronic starting clock, synchronized cannon, watches and other devices, *along with the operating personnel*, whenever an SOS came from fellow groups or race sponsors. This year, OCC sponsored two outboard regattas of its own.

Five years ago, the wives of members, previously organized as "Boatettes," were permitted to join, and OCC has gone even further, encouraging the teenagers in the Chicagoland area to turn to boating. OCC helped form the Water Teens, the youngsters' own outboard racing club.

A unique contribution by this cooperative club is a brochure, "Detachables," available at cost to any group considering sponsorship of an outboard regatta. From suggestions on how to promote the money locally to suggested

WINDSHIELD SIDE WINGS



Take the strain off with this handy addition

DO THE side wings of your wood-framed windshield vibrate when under way and bend menacingly when somebody takes hold of them? Here are two ways to beef them up. In the left sketch, a hardwood splint has been fashioned in the form of a short hand rail. Screwed to the after section of the side wing, and to the inside of the cockpit coaming, it stiffens things up admirably. In the right sketch, a strip of wood of rectangular cross section, about $\frac{7}{8}$ " x $\frac{7}{8}$ ", has been marked and bandsawn to the curve of the side wing. Glued and screwed to the inner side of the wing, it adds greatly to the strength of that often fragile member.—BOB WHITTIER

material for publicity releases, radio and TV interviews, "Detachables" tells you the A-B-Cs and the Ps and Qs of the subject.

"We have attempted to produce an all-around promotional piece which, in brief, can be 'most things to most people' insofar as soliciting or promoting an outboard race is concerned," explains Betty L. Seegar, the club secretary. "From the response we have received from all over the United States and Canada, I believe we have succeeded, to some extent, at least."

Another model racing outfit, the South Shore Outboard Association in Massachusetts, has just demonstrated what teamwork under able club leadership can accomplish. South Shore conducted the Northeastern Stock Outboard Championships on Lake Quinsigamond in Worcester—largest championship outboard race ever held under the sanction of the American Power Boat Association. For the two-day event, some 320 boats were registered and, appropriately, two world records were set.

In Detroit, Belle Island Outboard Club, oldest established organization of its kind in the city, boasts the youngest group of drivers and the largest group of champions in any Michigan outboard club. The actual membership, ranging in age from 12 to 51, totals 107—only 14 of whom are non-racing members. Most of these voluntarily chip in more than their regular share of the dues to support the club's activities.

Again, it's the leadership that makes Belle Island outstanding. Mrs. Henry Forcier, of Grosse Pointe Farms, Mich., nationally known expert on stock outboarding and APBA rules, devotes countless hours to schooling the younger members, and Commodore N. R. Kerns, a Detroit businessman, accompanies his racers to meets all over the country, his car loaded with equipment, tools and first-aid equipment.

"Kerns is a tough taskmaster, but he has the love and respect of every member," Mrs. Glenn Anderson, the club's publicity director, observes. "Wherever you find

BIOC members, you will find good, clean sportsmanship."

You will also find teenage and sub-teen racers, the mature boaters of the 1960s. BIOC's forward look is symbolized by its mascot—Weston Hippler, who just this summer became a JU driver. Weston is aged 10!

As a separate branch of boating, water skiing is rapidly increasing in popularity—so much so that any club on its toes should consider it as an added attraction in any well-rounded club program.

For example, the Kish-A-Wauk Boat Club, organized only some three years ago in Belvidere, Ill., has more than doubled its membership as its water-ski activity has expanded.

At first, there were some 46 members, and boating was confined to a two-mile stretch of the Kishwaukee River. Then the club built a cement launching ramp, instituted monthly cruises to rivers and lakes in southern Wisconsin and northern Illinois, and began its annual all-day water ski show and boat race program. Membership jumped to 86.

Finally, Kish-A-Wauk acquired its own small clubhouse, built two water ski jumps and purchased several pairs of water skis for club use. Present membership: 104.

If you want to know what a little club with big plans can accomplish, consider First Neches Ski Club in Beaumont, Tex. Though there are only 13 memberships (each representing a husband and family, or single man and girl friend), First Neches has:

—Built its own portable water ski ramp.

—Constructed two docks to ski from, a dressing room, picnic tables, benches, barbecue pit and stationary water ski jump on an island between Beards Lake and the Neches River.

—Staged three to seven shows yearly for boat races, Fourth of July celebrations, Labor Day, River Festival and other water events.

Being tailor-made by the members themselves (who spent 368 working hours on the project), the portable

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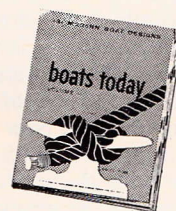
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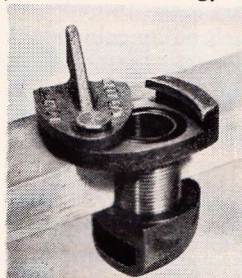
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for OUTBOARD BOATS

Bails out rain water or splash with a twist of the wrist when under way. An inexpensive "helper" that saves you time and energy. Ample capacity.



► **SMALLEST**
(1" high in boat)
► **SIMPLEST**
DESIGN

(only 3 parts)
► **EASIEST**
TO INSTALL

(Bore 7/8" hole)
MANUFACTURED BY

LONGPORT MARINE CO.
LONGPORT, NEW JERSEY

ramp is a versatile bit of equipment. It can be pulled at 50 mph on the highway, and launched anywhere you can launch an outboard. It is easily floated by six oil drums and, when not in use, just as easily let down to a flat surface. For jumping, it is adjustable to any height.

Buddy Hebert, of this bustling organization, reports that First Neches is brimful with plans for more and better water skiing. "Cities furnish roadside parks along the highways—why not *boatside* parks along the river?" he suggests. "I certainly hope your magazine will handle as many articles as possible on this ever-growing sport—water skiing! In the near future, I hope to see water skiing a sport for the Olympic Games. What is your opinion of this?"

Frankly, with one or two more clubs around the country like First Neches, they won't be able to stop water skiing from making the Olympics!

Actually, all the foregoing—the projects already accomplished, the brave plans for the future—are only *samples* of similar activity by many other clubs all over the country. They all add up to one conclusion: for fun, water safety and civic contributions, organized boating is the best bet for any waterman.

If you want to organize a club or breathe more life into the one you have, the best way to start is to consult such organizations as Outboard Boating Club of America, American Water Ski Association, or American Power Boat Association.

For example, from OBC headquarters (307 North Michigan Ave., Chicago 1, Ill.), you can obtain a detailed how-to-organize booklet, complete with a proposed constitution and bylaws. The Bible for most of today's successful clubs back at the time they were just getting started, the booklet has recently been revised with up-to-the-minute data. As a companion piece, OBC is putting out a booklet on outboard club activities any Program Chairman would be delighted to get his hands on. Other important OBC literature includes safety brochures and detailed drawings and specifications for building small boat launching ramps, docks and piers of all description.

For the club already started—but worried about those winter meetings when boats are docked and boating interest garaged, too—here is a particularly important tip. Why not show films of boating, adventure or travel which are often available for the mailing costs?

For example, you might drop a line to Ideal Pictures, 253 W. 42d St., New York, N.Y., distributors of all Evinrude titles on fishing, cruising, water skiing and fun afloat. Or to R. R. McKinley, of F. & M. Schaefer Brewing Co., 430 Tenth Ave., Brooklyn, N.Y., the Schaefer catalogue on boating-fishing items being one of the best of its kind available. Or to Joseph E. Choate, executive secretary, National Association of Engine & Boat Manufacturers, 420 Lexington Ave., New York. NAEBM's catalogue lists films on sail, power, USPS, Coast Guard and other subjects, together with the sources where the films may be obtained.

Recently, in cooperation with Outboard, Marine and Manufacturing Co., manufacturers of Evinrude and Johnson motors, the U.S. Fish & Wildlife Service produced an outstanding film, "Outboard Fisherman, USA," a 27-minute color documentary on all aspects of fishing from New York's Hudson River to Ketchikan, Alaska. The film may be borrowed from the Fish & Wildlife Service, U.S. Department of Interior, Washington 25, D.C., and also is distributed through 100 film libraries throughout the country.

Still another source of animated fun is the 16-mm sound film library of Johnson Motors, which offers color movies through Modern Talking Picture Service, located in five cities as follows: 21 W. 60th St., New York 23, N.Y.; 216 E. Superior St., Chicago 11, Ill.; 2400 W. Seventh St., Los Angeles 57, Calif.; 247 Spring St., S.W., Atlanta 3, Ga., or 1308 Slocum St., Dallas 7, Tex.

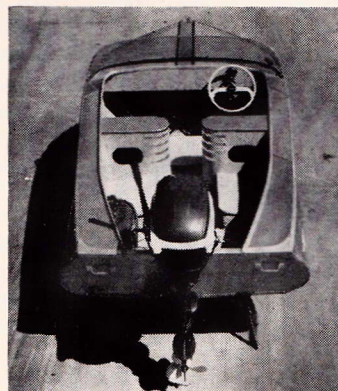
That's the scoop, boaters. For anyone who wants to get in the swim—but not the drink, if you can stand the pun—organize, join or energize a club. Now's the time to get ready for '57!—HENRY LEE

NEW FOR 1957

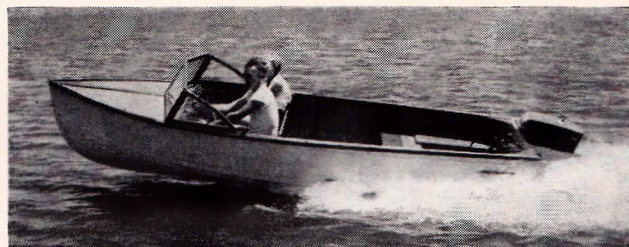
(continued from page 25)

equipped their boats with some form of outrigger bracket. In either event the boats now qualify as rough water craft, while only a few years ago few manufacturers of outboard hulls could honestly claim this distinction for their products.

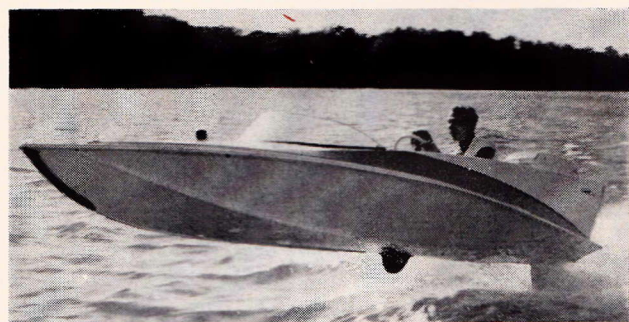
Plastics, slow to catch on because of scepticism of both the manufacturer and the buyer, appear to have come of age. The advantages of Fiberglass construction are numerous. Most obvious is the greatly reduced problem of maintenance. Though early models, through lack of knowledge on the part of the designers (who were plastics engineers, not naval architects), tended to crack at sections where sharp angles were encountered, the manufacturers have overcome this bugaboo. Early designs, too, showed little knowledge of good boat design. This also has been corrected. What the plastic boat builders have done, which is most apparent for 1957, is to take full advantage of the



Colorful fiberglass deck and all-aluminum hull for Valco Royal 14.



Tonka-Craft's 14' Mata Hari combines sheet ply planking and lapstrake in sturdy 250-pound hull.



A sports boat design, plus excellent stability, are features of Switzer Craft's Shooting Star.

flexibility of their material in the use of pleasant appearing and utilitarian compound curves.

With the trend toward front cockpit steering, made possible by the development of remote controls, gear shifts and electrically operated outboard motors, the center of gravity of outboard boats has shifted forward. This has caused a very noticeable design change. The bow sections of 1957 model sports runabouts will be wider and more

flaring. Bottoms will be flattened somewhat. The tendency of many designs to whip their sterns around, almost in a pinwheel fashion, when front seat steering was first introduced has been corrected and tendencies to mush or fish-tail with front cockpit controls has been eliminated.

Considerable attention, too, has been given to the comfort of the passengers in the rear cockpit. Spray rails have been redesigned and enlarged on many of the wood hulls to offer a dry ride.

The molded plywood products, which have proved to be excellent performing and relatively maintenance-free, in the past had one glaring drawback. The seats in many of the models were screwed through the outer shell. Since one of the design characteristics of the molded plywood hull is the sparcity of strength members, such as ribs and stringers, the seats proved to be a weak point. There just wasn't anything solid to fasten them to. Under pounding, which most outboards are subjected to at one time or another, the flexible molded shell would work, the screws would tear through the relatively thin ply sides, and passengers would find themselves on the deck. Broad splash rails have been introduced on many of the molded hulls not only to provide a sprayless ride but also to offer a solid anchor for the seats.

One manufacturer, Precision Marine, has even carried the passenger comfort a step farther by providing a wide combination deck coaming and gunwale rub strip. This board overhang provides an amazingly dry, spray free, ride under even extremely rough water conditions. At the same time it gives additional protection to the hull proper when docking, since the wide gunwale capped with metal trim extends a number of inches out beyond the hull of the boat and prevents rubbing of pilings against the hull sides.

Wrap-around plexiglas windshields will be standard or accessory equipment on most new runabouts. Here most of the builders have wisely sacrificed the prettier low streamlined silhouette for a high rimless-type shield. The almost awkward appearing shield, however, serves as a true spray and wind deflector and does not block vision as did earlier models. The rats-nest maze of control cables and electrical leads which have become commonplace in recent years will still be with us in most cases. However, some of the manufacturers provide mounting locations for remote controls and a concealed channel to hide electrical leads, steering cable and bowden wires for the remotes. This innovation has safety as well as aesthetic value.

With electric starting commonplace and remote fuel tanks the rule rather than the exception, many of '57s boat builders of the luxury product will provide storage spaces designed just for these items.

Aluminum boats, like plastics, have also overcome a buyer reticence due to scepticism concerning the ability of the metal hulls to resist corrosion. This weakness was corrected several years ago with the introduction of corrosion resistant aluminum alloys. Builders now realizing they no longer needed to prove the light weight and durability of their aluminum products have added sprightly styling. No longer will metal boats be available with just stark bare utility finishes. Also the metal boat manufacturer has realized that he need not stick wholly to metal throughout. Plastic decks have appeared on some models. Mahogany seats have replaced metal. Wrap-around windshields will be as commonplace as on wooden or plastic hulls. Comfort has been added in the form of vinyl covered foam rubber coaming pads and comfortable seat upholstery.

Though a few boat builders have mistaken bizarre for modern and are producing eye catching if not appealing rigs that look like fugitives from an amusement park, in general the boats will place performance foremost and then add the trim features. Such conveniences as flush interior decks, divided front seats for easy walk-through underway will appear on many models this year.

You'll pay your money and make your choice, but in '57 it will be more fun to do, for the selection will be larger than ever before.—HANK WIEAND BOWMAN

DECEMBER, 1956

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Sailor's Swap

SAILOR'S SWAP

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Turn your spare boating equipment, motors, boats, etc., into cash by sending your advertisement with remittance to SAILOR'S SWAP, % POPULAR BOATING, 366 Madison Avenue, New York 17, New York.

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ACF 34 ft. 1951 Palmer 120 HP about 120 hours. Sleeps six on foam rubber mattresses. Stainless steel galley with 75 lb. ice box, sink and 2 burner alcohol stove. Enclosed head forward with basin. 6'2" headroom throughout. Completely equipped with new dinghy. Box 101, % POPULAR BOATING.

29 FOOT, Herreshoff-designed Shelter Island sloop with auxiliary outboard. Marconi stainless steel rigging. Cabin sleeps two. Hauled at City Island, N. Y. Price is \$1500 firm. Box 108 % POPULAR BOATING.

HAVE some used sails, mostly lightening class. If need old but good working sails maybe these will fit. Box 107, % POPULAR BOATING.

SET of 6 leatherette-covered box cushions, Kapok filled, for outboard seats. Old but whole. What will you trade? Box 105, % POPULAR BOATING.

WEE Scot rebuilt 1953 with styrofoam flotation. New spares and sails. Boat in excellent condition. Box 102, % POPULAR BOATING.

ENGLISH Ailsa Craig Diesel For 40' Auxiliary 1200 RPM. Clutch, Reverse, Pressure Lubrication, Hand Start. Demonstrator, Run Under 10 Hours. Cost \$1195 Want \$725. Robertson, 80 Shore Road, Port Washington, N. Y. PO-7-7700.

nautical *Novelties*

They're odd, they're original—and the reason may surprise you but they float and were lots of fun



At unusual water carnival held on New Hampshire's Lake Winnepesaukee (left) anything floatable filled the bill. Somewhat to everyone's surprise, entries proved to be not only floatable but highly maneuverable to boot. Above, auto hood mounted on old oil drums proves seaworthy; below, welded engine hoods serve one skipper well, while two water boilers, lashed together, pontoon fashion, keeps his friend afloat.

IN THE WEIRS, New Hampshire, a water carnival with a brand new twist brought out some odd looking craft—but that, after all, was the object.

When the townspeople of this Lake Winnepesaukee resort decided they wanted to hold something new in the way of a water event, they put their heads together and came up with a novel idea. Wouldn't it be fun, they asked, to hold a water carnival in which odd craft only could enter? The idea caught fire and in no time flat, carefree kids and staid businessmen, alike, were busily dreaming up ideas for something floatable, to which an outboard motor could be attached.

One ingenious fellow conceived the idea of welding the ends of two identical automobile hoods together. He salvaged them from a nearby junk yard and came up with a craft that proved to be the fastest and liveliest entry in the event.

Someone else took a 275-gallon oil tank, cut out a cockpit in the drum, and, presto, he had a sea craft.

Another man with ideas salvaged an old brass bed, mounted it on a pair of 8'x8' beams, ski fashion, and believe it or not, made it float.

When the big day finally arrived, ten of the strangest looking craft ever put to water, were on hand—and they all turned out to be fully workable. Making use of small, three-horse outboard motors, they paraded down the lake, then wound up cutting water capers, racing and slaloming. To top it off, though spectators laughed and boat builders flinched, the weird water carnival was a whopping success from start to finish. ♦



NEW MERCURY TROL-TWIN PACKS 10 H.P. ...yet trolls at SUPER-SLOW SPEEDS!

NEW ONE-HAND CONTROL! Just twist the tiller handle for neutral, forward or reverse!



"SPEED-r-TROLL"

Revolutionary new control stops you down for the slowest trolling speed ... maintains it all day long.

EXCLUSIVE MERCURY PROP JET! Hot engine gases jet thru the prop hub, burying deeply the exhaust and the sound!

The most versatile small outboard you can buy. New Mercury Mark 10 Trol-Twin delivers speeds to 26 mph, yet tempers down to a drifting pace for trolling. Unique *glide-angle* design slides smoothly over stumps, rocks—through thickest weeds. One-hand control keeps you fishing ... not fumbling for levers. Ask your Mercury dealer about his new easy terms today!

Write today for complete color catalog.

KIEKHAEFER CORPORATION, Fond du Lac, Wisconsin

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1. *Gets you there faster!* This big-displacement engine will plane a heavy boat ... taxi you out where the big ones are in a hurry!



2. *Trolls like an electric motor!* Quiet, smooth, hour after hour ... at steady, super-slow speeds.



3. *Gets you home quick and safe!* Weather threatening? Plenty of power to plane your hull ... hurry home quickly, safely, silently.



More new features than one ad can tell! Watch for new Mercury ads soon!

MERCURY OUTBOARDS FOR 1957 >>> 6 to 60 H.P.

In no other outboards is power so easy to handle!



FUN

is a family affair
with this finest of gifts...an Evinrude!

CHRISTMAS... yes, *this* Christmas... is the time to make brightest dreams come joyfully true. What better time to launch your whole family "crew" into the wonderful world of fun afloat... boating with an Evinrude! Here's a gift to start everyone counting the days till spring!

Call on your Evinrude dealer. Learn how easy it is to make the finest of fun a family affair. He will help you choose from the complete line of new '57 Evinrudes—3 to 35 horsepower—the smoothest, *quietest* on the water. The right motor for powering every size of family boat, small runabout to comfortable cruiser. Three models with finger-touch 12-volt electric starting.

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